URBAN/MUNICIPAL
CA4 ON HBL A05
C51T6
1996

AGENDA

OF THE TRANSPORT AND

ENVIRONMENT COMMITTEE

JULY 4, 1996 ...

URBAN/MUNICIPAL
CA4 ON HBL A05
C51T6
1996

URBAN MUNICIPAL

JUL 2 1996

GOVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Thursday, 1996 July 4
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **CONSENT AGENDA**

2. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

   (a) Amendments to the Streets By-Law Section 5 Concerning Hedges.

   (b) Intersections of Innswood Place and Templemead Drive and Goldengate Avenue and Templemead Drive.

   (c) Request for a Residential Boulevard Parking Agreement No. 37 Haddon Avenue North

3. **CITY SOLICITOR**

   By-law to Regulate Temporary Closures of Highways and the Establishment of Highway Temporary Closures Committee

The Urban Municipal Collection
2nd Floor
Hamilton Public Library

4. **CITY ENGINEER**
(Commissioner of Transportation/Commissioner of Environment)

(a) Grey Cup 1996 Festival
1996 Santa Claus and Grey Cup Parade

(b) Establishment of 0.30 Metre Reserve on Alfrin Court
in Lieu of Cash Payment for Servicing Costs

5. **ALDERMAN T. JACKSON AND ALDERMAN B. CHARTERS**

Emmanuel United Church - Access to Rapallo Drive (NO COPY)

6. **CITY COUNCIL REFERRAL**

Leaf and Yard Waste Collection
(Referred back by City Council 1996 June 25)

7. **OTHER BUSINESS**

8. **ADJOURNMENT**

Transport and Environment Committee

Outstanding Items

No.	Items	Original Date	Action	Status
1.	Easement Agreement Eaglewood Drive/Eleanor Neighbourhood	1995 February 6	Director of Property	Report Back
2.	Parking Regulation - Country Club Drive between Greenhill Avenue and Capilano Drive	1996 February 5	Alderman Collins	Tabled for Meeting with Area Residents
3.	Letter from the Hand Association of Sewer, Watermain and Road Contractors	1996 April 1	Commissioner of Public Works & Traffic	Report Back
4.	Transfer of responsibilities from the Region to the City respecting services provided to the City through the Transport and Environment Committee	1996 April 1	Commissioner of Public Works & Traffic	Report Back
5.	Road Access - No. 79 Rymal Road West - Mr. Walter Vucetich	1996 June 17	Roads Department Staff	Report Back
6.	Just Desserts - No. 1400 Upper James Street - Outdoor Patio	1996 June 17	Roads Department Staff	Report Back
7.	Installation of Bus Shelters in Gore Park following the installation of the Gore Park fountain	1996 June 17	Commissioner of Traffic and Environmental Services	Report Back

Kevin C. Christenson, Secretary
1996 June 17

2 (a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 June 25

REPORT TO: Mr. Kevin Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: **Amendments to the Streets By-Law, Section 5, Concerning Hedges**

RECOMMENDATION:

a) That the Streets By-Law 9329, as consolidated by By-Law 86-77, Section 5 be reinstated and replaced with the following; and

5. (1) hedges, shrubs and other plant material may be permitted on the highway provided that any such hedge, shrub or other plant material situated within the highway shall not create a visual obstruction to traffic using the highway and shall be maintained at not higher than 76 cm or 30 inches in height, shall not overhang the sidewalk, shoulder or roadway, shall maintain a minimum clearance .6 metres or 2 feet from a fire hydrant and shall not obstruct the view of a fire hydrant from the road; and

(2) trees within the highway shall be pruned to the trunk for the first 2.4 metres or 8 feet above the ground.

b) That the policy regarding enforcement of violations of The City of Hamilton's Streets By-Law in respect to visibility obstructions, hedges, shrubs, and other plant material, attached as Appendix A, be adopted; and

c) That the Law Department be directed to prepare the necessary amendments to By-law 9329, as consolidated by By-law 86-77; and

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Previously By-law 9329, as consolidated by By-law 86-77 dealing with hedges and other plant material had section 5 rescinded when By-Law 92-155 respecting trees was adopted by City Council.

It has also come to our attention that there may be some confusion as to the enforcement procedures to be followed, and administration of this by-law. While ownership of different hedges, shrubs and other plant material will vary between the Region and City, public perception is often that the City does or should look after all hedge complaints. The Department of Public Works and Traffic currently handles an estimated 80% of all complaints pertaining to hedge or shrub violations through our general information line. By clearly defining the administrative and enforcement responsibilities we can avoid any inconsistencies or conflicting orders and improve operations through effective "one stop", administration of hedge violations.

Regional Roads staff are also of the opinion that the administration and enforcement of the Hedge By-Law (attached as Appendix A) should be with the Department of Public Works and Traffic in order to avoid any duplication of service.

BACKGROUND:

It should also be noted that all other permanent and temporary encumberances on the road allowance, both City and Region, including steps, buildings and fences are administered through the Regional Roads Department.

Currently an investigation would begin where there is a concern lodged to either the Department of Public Works and Traffic or the Regional Roads Department about a hedge or a shrub at intersections and driveways where a driver's visibility may be impeded, fire hydrant locations where plant encroachment may interfere with access and where normal vehicular or pedestrian traffic is impeded.

The complaint is investigated by Horticulture section staff or the Regional Roads Department to determine whether there is a legitimate violation. At non-intersection situations involving visibility concerns, only the resident immediately affected can file a complaint that can be acted on. At intersections or in cases of sidewalk, roadway, or fire hydrant encroachment city staff would act on complaints from any concerned source.

If ownership is questionable or not known, Streets Division staff would obtain a survey and/or title search. Once ownership is ascertained, a hedge violation notice is issued by the Department of Public Works and Traffic and/or the Regional Roads Department. The property owner is given ten (10) working days to comply. If they do not, a registered letter is sent to them notifying the property owner that if the request is not complied within five (5) days The Department of Public Works and Traffic staff will complete the work and costs incurred will be added to their residential tax bill.

In summary there were two issues to consider in compiling this report. The first is that the relevant section of the By-Law (Sec. 5) was removed and had to be reinstated, and the second that there are currently two Departments, the Department of Public Works and Traffic and the Regional Roads Department receiving and acting on complaints dealing with

hedge violations. This report responds to both concerns by reinstating the pertinent section of the Streets By-Law and by making one Department, the Department of Public Works and Traffic responsible for the administration and enforcement of the Hedge By-Law which will ultimately result in a more efficient and responsible manner in dealing with hedge violations.

RG/MW/gs
Attach.

c.c. Patrice Noé-Johnson, City Solicitor
c.c. Chris Firth-Eagland, Manager of Streets & Sanitation
c.c. Jim Pook, Horticulturist
c.c. Margaret Walton, General Foreman
c.c. Ted Gill, Senior Director, Roads Department

APPENDIX A

POLICY/PROCEDURE REGARDING ENFORCEMENT OF VIOLATIONS OF THE STREETS (HEDGE) BY-LAW

a) Enforcement of the by-law will be by the Commissioner of the Department of Public Works and Traffic and will be exercised in the following manner:

The Department of Public Works and Traffic shall trim any vegetation on the highway in the following situations:

i) at the intersection of two public highways where, in the opinion of the Commissioner of The Department of Public Works and Traffic, a visibility obstruction or pedestrian barrier affects the safety of the general public; and

ii) at non intersection locations, upon complaint of the abutting resident/owner who is immediately affected by the obstruction, or where in the opinion of the Commissioner of The Department of Public Works and Traffic it is deemed a visibility obstruction or hazard, or pedestrian obstruction.

b) The Department of Public Works and Traffic shall serve on the offending property owner:

i) A notice of violation which shall consist of a written field violation notice giving the property owner two weeks to reduce the plant material to the proper size. This notice should either be given directly to the property owner or placed in the mailbox.

ii) At the end of the two week period, staff of The Department of Public Works and Traffic will reinspect the site. If the property owner has not complied with the notice, a follow-up, registered letter from the Commissioner of The Department of Public Works and Traffic will be sent to the property owner advising them to comply within one week. At the end of one week, The Department of Public Works and Traffic staff will reinspect the site and take whatever action is necessary to comply with the by-law, and charge any costs to the owners of the property on their tax bill.

2(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 June 03
File No. TEC-101-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersections of Innswood Place and Templemead Drive and Goldengate Avenue and Templemead Drive - Intersection Control

RECOMMENDATION:

a) That three-way stop control be implemented at the intersection of Goldengate Avenue and Templemead Drive; and

b) That three-way stop control not be implemented at the intersection of Innswood Place and Templemead Drive; and

c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

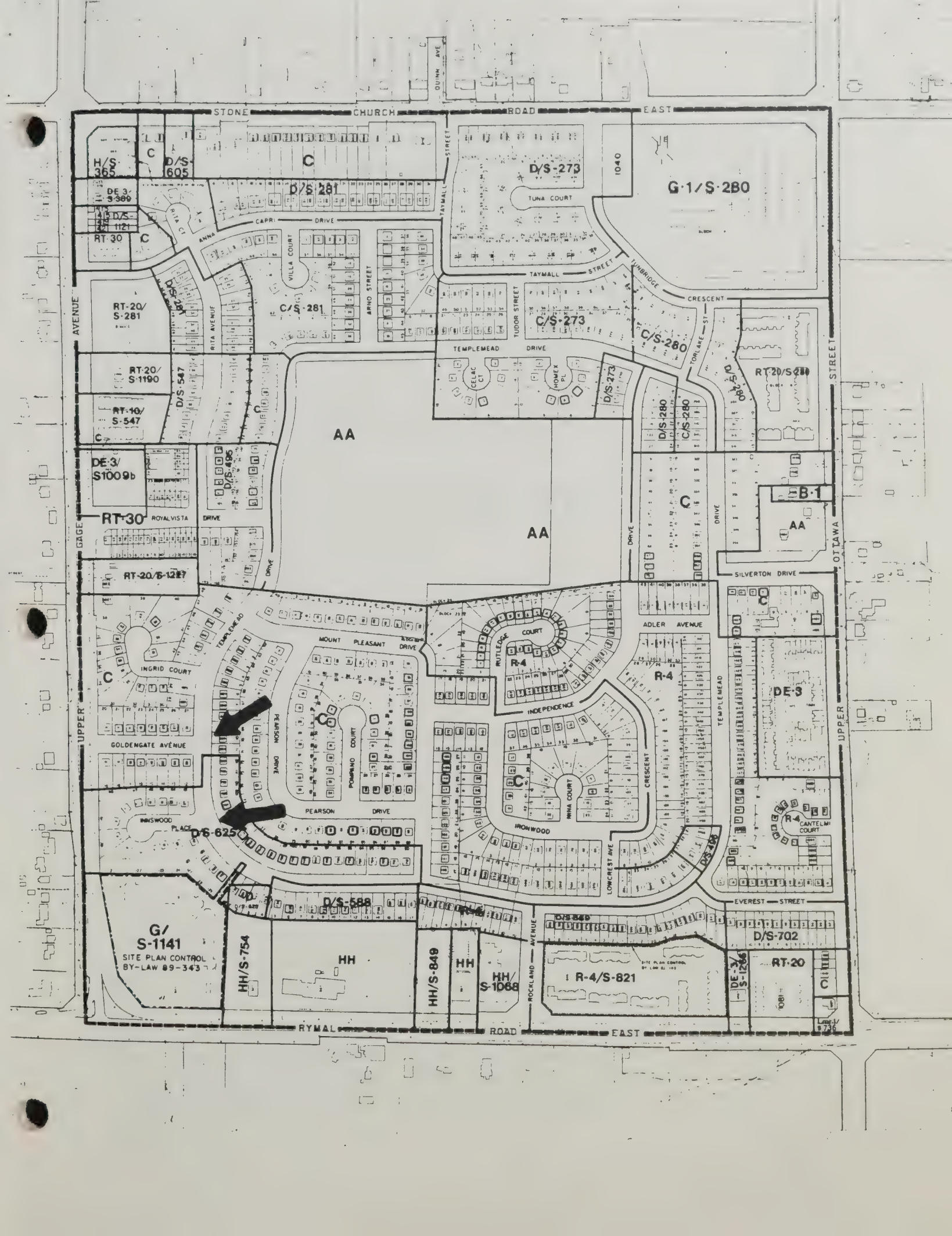
Alderman Tom Jackson and Alderman Bob Charters have forwarded a petition signed by representatives of 36 area residential properties, requesting that three-way stop control be implemented at the intersection of Innswood Place and Templemead Drive to "control the flow of traffic and make our streets safer for the children".

This intersection is a "T" type intersection and presently, eastbound traffic on Innswood is required to stop for northbound and southbound traffic on Templemead. Records indicate that there have been no reported collisions at this intersection since its construction. This is an excellent collision record which could not be improved upon by the implementation of an all-way stop. Innswood Place is a short dead-end street with only 14 homes.

The subject intersection is located on the curve in the roadway such that the visibility of the stop signs would be somewhat restricted. This would lead to a more serious condition if pedestrians crossing the street expect the motorist to come to a stop and the motorist, for whatever reason fails to stop for the stop sign.

Staff has concluded that none of the criteria respecting the use of all-way stop control are met at this intersection and that three-way stop control is not warranted. However, the intersection of Goldengate and Templemead, which is located approximately 250 feet north of Innswood would meet at least one of the criteria respecting the use of all-way stop control since it is an intersection of two collector roadways. Therefore, staff recommends that three-way stop control be implemented at the intersection of Goldengate and Templemead.

CVB/lem


STONE CHURCH ROAD EAST
QUINN AVE
H/S-365
C
D/S-605
D/S 281
DE-3/S-389
RT-30
D/S-1121
CAPRI DRIVE
ANNA
VILLA COURT
D/S-273
TUNA COURT
1040
G-1/S-280
TAYMALL STREET
LUNBRIDGE CRESCENT
RT-20/S-281
RITA AVENUE
C/S-281
ARNO STREET
TUDOR STREET
C/S-273
C/S-280
TORLANE ST
TEMPLEMEAD DRIVE
CELAC CT
HOMEX PL
D/S-273
D/S-280
C/S-280
RT-20/S-280
RT-20/S-1190
D/S-547
RT-10/S-547
AA
DE-3/S-1009b
D/S-486
RT-30
ROYALVISTA DRIVE
RT-20/S-1227
B-1
SILVERTON DRIVE
ADLER AVENUE
INGRID COURT
TEMPLEMEAD
MOUNT PLEASANT DRIVE
RUTLEDGE COURT
R-4
INDEPENDENCE
DE-3
GOLDENGATE AVENUE
PEARSON DRIVE
POMPINO COURT
INNISWOOD PLACE
D/S-625
MINA COURT
CRESCENT
IRONWOOD
LOWCREST AVE
CANTELMI COURT
EVEREST STREET
D/S-588
D/S-849
D/S-702
G/S-1141
SITE PLAN CONTROL BY-LAW 89-343
HH/S-754
HH
HH/S-849
HH/S-1068
ROCKLAND AVENUE
R-4/S-821
RT-20
DE-3/S-1266
RYMAL ROAD EAST
UPPER GAGE AVENUE
UPPER OTTAWA STREET

2(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 June 10
File No. TEC-098-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 37 Haddon Avenue North - Request for a Residential Boulevard Parking Agreement.

RECOMMENDATION:

That Mr. Derek Carter, owner of 37 Haddon Avenue North, be permitted to execute a residential boulevard parking agreement for a boulevard parking space at this property.

L. Lutt-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The property owner would be required to pay an annual $20.00 fee to the City if this application is approved.

BACKGROUND:

Alderman Mary Kiss has advised of concerns from area residents regarding a request to install a driveway at 37 Haddon Avenue North. The residents feel that a driveway at this property will negatively effect the ambience and aesthetics of the neighbourhood. The driveway would be situated partially on the private property and partially on the City road allowance such that a residential boulevard parking agreement would be required.

There are 84 properties on Haddon between King and Marion, and every property except Mr. Carter's has available off-street parking either completely on private property or partially on the City boulevard. Thus, Mr. Carter is merely asking to pave and park on a portion of the City boulevard in front of his home, which every other resident in this section of street is already doing.

Staff has concluded that the proposed driveway meets all the policy and by-law requirements. Therefore, it is staff's opinion that Mr. Carter should be permitted to execute the residential boulevard parking agreement.

CVB/MH/kg

CITY OF HAMILTON

- RECOMMENDATION -

3.

DATE: 1996 June 25

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: P. Noé Johnson
City Solicitor

SUBJECT: Closures of Highways for temporary social, recreational, community, athletic or cinematographic purposes

RECOMMENDATION:

That the Bill annexed hereto be enacted - to regulate temporary closures of highways to vehicular traffic for social, recreational, community, athletic or cinematographic purposes; - to establish the Highway Temporary Closures Committee, and - to delegate some of Council's authority to this Committee.

BACKGROUND:

At its meeting held on 1996 May 14, (Item 27 of the 7th Report of the Transport and Environment Committee), Council authorized the City Solicitor to prepare an amendment to the Streets By-law to include:

"(a) The terms and conditions upon which a permit for a temporary road closure for a special event will be issued; and,

(b) The delegation of approval for temporary road closure permits to the Mayor, the Ward Aldermen and the Chairman of the Transport and Environment Committee, by consent of at least three; and,

(c) Staff report the decision of the committee named above to the Transport and Environment Committee; and,

(d) If the permit application is denied, that the event organizer may appeal to the Transport and Environment Committee and Council."

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The Municipal Act [R.S.O. 1990, c. M-45, s. 204(44)], expressly authorizes and requires municipalities to enact a by-law for the purpose of regulating the closure of highways on a temporary basis to vehicular traffic for social, recreational, community, athletic or cinematographic purposes, (the five specified purposes).

These temporary highway closures are distinct from the usual highway closures because such temporary highway closures may be approved by Council only for the said five specified purposes. Further, these temporary closures may be approved by Council without the usual four week newspaper notice, etc. where each of the following criteria specified in section 207(44) of the Municipal Act arise:

(a) the closure is "on a temporary basis";
(b) the closure is only for one of the five specified purposes set out in the Municipal Act, namely social, recreational, community, athletic or cinematographic purposes; and
(c) the highway closure only prohibits vehicular traffic (as pedestrian traffic may continue).

These five specified temporary highway closures are also unique because Council may delegate authority to approve them to a Committee of Council. This delegation is included in the draft by-law, subject to several excepted events which, it is recommended, remain with Council.

The proposed by-law will not require or result in changes to staffing as the purpose of the by-law is to formalize existing City procedures and to expedite approval decisions by providing for delegation of such decisions to a new sub-committee of Council to be known as the Highway Temporary Closures Committee.

No application fees for such temporary highway closures have been approved by Council. The attached draft by-law [s. 6.1(9)] provides that Council may, in its discretion, fix application fees. The by-law also provides that an applicant may be required, as a condition of approval, to pay the City's expenses in posting temporary traffic control signs, erecting barricades and cleaning up after an event where the applicant fails to do so.

DISCUSSION:

The attached by-law has been prepared and incorporates existing conditions of approval of temporary events adopted by Council from time to time. The attached draft by-law has been discussed with and incorporates comments received from the Roads Department and from the Special Events Co-ordinator, Culture and Recreation Department, who chairs the Special Events Advisory Team (SEAT).

Purpose of By-law:

Under the attached draft by-law, the Highway Temporary Closures Committee (or, for specified events, Council) may approve by resolution, subject to standard conditions established in the by-law, those closures of highways which meet each of the following criteria:

(a) to vehicular traffic;
(b) "on a temporary basis"; and
(c) for social, recreational, community, athletic or cinematographic purposes only.

Note: Other highway closures which do not meet any one of the said three criteria can take place, if approved by Council, but only after the usual four weeks newspaper notice, a hearing and a specific registered by-law.

Delegation of Authority to special Committee:

As directed, the attached draft by-law [s. 6.1(3)], establishes a new special Committee of Council called the "Highway Temporary Closures Committee" comprised of the Mayor, the Chairman of the Transport and Environment Committee and the two Aldermen of the Ward in which the closure is to take place. The decision of any three members is required to approve a closure of a highway on a temporary basis to vehicular traffic. All decisions of the Highway Temporary Closures Committee shall be reported to the Transport and Environment Committee for its information, [s. 6.1(5)(c)].

Appeals from special Committee:

The attached by-law [s. 6.1(5)(d)], allows an applicant to appeal the decision of the Highway Temporary Closures Committee (and/or specified conditions of approval) to the Transport and Environment Committee. The attached by-law [s. 6.1(5)(a)], also gives the Highway Temporary Closures Committee the further discretion to refer any application to the Transport and Environment Committee and Council for decision.

Events under the Transport and Environment Committee and Council:

(a) Where an activity on a highway is not one of the five specified purposes, such use, if it were to be approved by Council, would require the usual four weeks of advertising, a public hearing by the Transport and Environment Committee and a specific registered by-law.

Included in this group of activities subject to Council approval after four weeks notice -- are uses of highways which are primarily commercial sales. Such sales include flea markets, antique sales, temporary restaurants and beer gardens. Commercial events are planned in advance and those annual events, such as the Hess street Jazz Festival, have sufficient lead time to submit their application for this approval. These commercial activities would each require the usual four weeks of advertising, hearing, and by-law registration.

(b) Where an activity on a highway is to take place on more than "**a temporary basis**" -- due to the length of the highway closure for the event or due to the frequency of the highway closure, such use,

-- does not come within "temporary" highway closure criteria of the Municipal Act, and
-- if it were to be approved by Council, such non temporary use would require the usual four weeks of advertising, a public hearing and a specific registered by-law.

In the attached draft by-law, the phrase "closure on a temporary basis" is defined in section 6.1(1)(b) - as follows:

> "a closure for a period or periods of time totalling less than thirty six hours and comprising no single period of closure in excess of 12 consecutive hours to a maximum of twenty-four hours of closure within any forty-eight hour period;"

In considering the attached draft by-law, your Committee may accept the time frames summarized below or adopt other time limits satisfactory to the Committee.

> 36 hours maximum closure of a street for a "temporary" event which includes:
> 12 hours - maximum number of consecutive hours of any closure
> 24 hours - maximum hours of closure within a 48 hour period

The Province, in granting municipalities authority to close highways "temporarily" for one of those five permitted purposes has left it up to each municipality to decide for itself when an event upon a highway constitutes more than a "temporary" closing. The City's actions in allowing a highway to be closed for a single consecutive period in excess of twelve hours, may, in our opinion, leave the City vulnerable to have its action declared ultra vires, set aside and subjected to legal costs by a Court upon application of an aggrieved citizen or adjacent owner.

It was the consensus of staff that a single period of a closure in excess of 12 hours would represent more than a temporary denial of access to adjacent property owners and to the public's use of the road. Therefore this definition of a temporary highway closure would require applications for closures in excess of a single 12 hour period to comply with the usual four weeks of newspaper notice, a hearing and registered bylaw.

Included in this group of activities subject to Council approval after four weeks notice for example, would be a fundraiser activity occupying a road for 24 consecutive hours These events, because they are not "temporary" could be approved by Council after four weeks of newspaper advertising, a hearing, etc.

(c) Although an activity on a highway may meet all the criteria of the Municipal Act to qualify it as a temporary highway closure decision, due to the potential impact of some of those some activities on the community, it is recommended in the attached draft by-law, that some uses not be delegated to the Highway Temporary Closures Committee.

It is recommended that Council only,(acting on the recommendation of the Transport and Environment Committee,) may approve events such as: motor vehicle races, events with alcohol, flying aircraft and events involving more than one ward.

For example the Round the Bay race would be subject to approval of Council on the recommendation of the Transport and Environment Committee. This event could be approved merely by Council resolution subject to standard conditions in the attached by-law regarding traffic control, police assistance, insurance etc. Similarity, if a charity wished to hold a walk-a-thon from one end of the City to the other, that event would be considered by the Transport and Environment Committee for recommendation to Council.

Events Delegated to Highway Temporary Closures Committee:

All events, (other than those outlined above), are delegated in this draft by-law to the Highway Temporary Closures Committee. This group of matters delegated to the new Committee for decision, includes the typical street or court dance, bicycle races and walk-a-thons.

Parades and processions have, in the past, been approved by staff upon notice to the Ward Aldermen, without formality as they are "moving" events that do not block off a fixed portion of a highway. Under the attached draft by-law, with its delegation of approvals to the Highway Temporary Closures Committee, these parades will now receive approval from the new Committee pursuant to the attached by-law.

Authority of event organizers to charge public fees:

The attached draft by-law requires each applicant to describe in their application the fees they are receiving from participants or from members of the public. The by-law further states that no fees may be collected by an applicant unless expressly permitted by the approval decision.

PNJ/DAP/js
Attach
c.c. E. M. Gill, Senior Director, Roads Department
Attn: G. Aston, Director, Programming and Development
D. Lobo, Director of Public Works and Traffic
R. Fair, Director of Culture and Recreation

Bill No. C-

The Corporation of the City of Hamilton

BY-LAW NO. 96-

To Amend:

Streets By-laws No. 86-77

Respecting:

TEMPORARY HIGHWAY CLOSURES FOR EVENTS

WHEREAS the Council of The Corporation of the City of Hamilton has enacted "The Streets By-law" No. 86-77, on the 25th day of February 1986;

AND WHEREAS the Municipal Act, R.S.O. 1990, c. 45, section 207(44) states as follows:

> "**207.** By-laws may be passed by the councils of all municipalities:
>
> 44. **Temporary closing of highway.** -- For closing to vehicular traffic on a temporary basis for such period as shall be specified in the by-law, any highway under the jurisdiction of the council for such social, recreational, community, athletic or cinematographic purpose, or combination of such purposes, as may be specified in the by-law and for authorizing a committee of council or a municipal officer or employee, subject to such conditions as council may impose, to exercise any of the powers of council under this paragraph.
>
> (b) A by-law under this paragraph may prohibit the use, except for pedestrian traffic, of the highway or portion of the highway so closed during the period of closure except under the authority of a Permit issued under the by-law upon such terms and conditions, including such fee for the Permit, as may be set out in the by-law."

AND WHEREAS the Municipal Act, R.S.O. 1990, c. 45, section 207(44)(a) provides that clauses (a) and (b) below, with necessary modifications, apply where closures of highways on a temporary basis to vehicular traffic are authorized pursuant to section 207 (44) of the Municipal Act:

(a) Where a highway or portion thereof is closed by by-law under this paragraph, the municipality shall provide and keep in repair a reasonable temporary alternative route for traffic and for all property owners who cannot obtain access to their property by reason of such closing.

(b) While a highway or portion thereof is so closed to traffic, there shall be erected at each end of such highway or portion thereof, and where an alternative route deviates therefrom, a barricade upon which an adequate warning device shall be exposed and in good working order continuously from sunset until sunrise and at such points there shall be erected a detour sign indicating the alternative route and containing a notice that the highway is closed to traffic.

AND WHEREAS it is desirable to amend the said Streets By-law to provide for the matters referred to in section 207(44) as hereinafter provided;

AND WHEREAS Council at its meeting held on May 14, 1996, in adopting Item 27 of the 7th Report of the Transport and Environment Committee, resolved to amend the Streets By-law as follows.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. By-law No. 86-77 is amended by adding thereto the following definitions to section 1,

(f) "Chief of Police" means the Chief of Police for the Regional Municipality of Hamilton-Wentworth;

(g) "Fire Chief" means Chief of the Fire Department of the City of Hamilton;

(h) "motor vehicle" means motor vehicle as defined in the Highway Traffic Act, R.S.O. 1980, c. 198, as amended.

2. By-law No. 86-77 is amended by adding thereto the following provision as section 6.1:

6.1 (1) In this section,

(a) "social, recreational, community, athletic or cinematographic purposes" shall be deemed to include the following events:

(i) bicycle races;
(ii) bicycle rides for charity;
(iii) film making and television productions;
(iv) hay rides;
(v) music festivals;
(vi) parades and processions regulated pursuant to By-law No. 75-42
(vii) religious ceremonies;
(viii) running races;
(ix) soap box derbies;
(x) street dances;
(xi) street festivals - jugglers, magicians, etc.,
(xii) walk-a-thons;

(b) the phrase, closure on a temporary basis, means a closure for a period or periods of time totalling less than thirty six hours and comprising no single period of closure in excess of 12 consecutive hours to a maximum of twenty-four hours closure within any forty-eight hour period;

(2) Except where otherwise lawfully permitted, a highway shall not be closed in whole or in part to vehicular traffic on a temporary basis and used for social, recreational, community, athletic or cinematographic purposes except under the authority of a Permit issued under this section upon the terms and conditions, including such fee for the Permit, as may be set out in this by-law.

(3) **Committee.** A special committee of Council is hereby established to be known as the Highway Temporary Closures Committee. The Secretary of the Committee shall be the City Clerk or the Clerk's designate. This Committee shall be comprised of the following elected officials and decisions may be made by any three members of the Committee:

(a) the Mayor, (or Acting Mayor);
(b) the Chairman of the Transport and Environment Committee, (or Vice Chairman); and
(c) the Aldermen of the Ward within which a highway is intended to be temporarily closed to vehicular traffic.

(4) (a) Applications to close a highway in whole or in part on a temporary basis to vehicular traffic for the social, recreational, community, athletic or cinematographic purposes listed below shall be under the jurisdiction of the Transport and Environment Committee for recommendation to Council:

(i) events involving the sale and/or consumption of alcohol;
(ii) events involving gambling;
(iii) motor vehicle and motorcycle races;
(iv) events with aircraft, including passenger balloons and parachutes;
(v) events within the downtown area bounded by Bay, York, Wilson, Wellington and Main Streets;
(vi) events taking place in more than one ward;

(b) **Delegation of Authority.** Subject to subsection (a) above, the power of Council to authorize the closing of highways in whole or in part on a temporary basis to vehicular traffic for social, recreational, community, athletic or cinematographic purposes is hereby delegated to the said Highway Temporary Closures Committee, pursuant to the Municipal Act, [R.S.O. 1990, c. M.45, s. 207(44)];

(c) Applications for closure of a highway to vehicular traffic shall not be approved pursuant to this by-law where the closure is for a period longer than "on a temporary basis" or the closure is for other than social, recreational, community, athletic or cinematographic purpose, or combination of such purposes.

(5) (a) An application for closing a highway in whole or in part on a temporary basis to vehicular traffic for an event may be,

(i) approved, subject to the conditions herein together with such other conditions of approval which may reasonably be required as a condition of approval; or

(ii) denied, or

(iii) where an application is under the jurisdiction of the Highway Temporary Closures Committee, as an alternative to (i) or (ii) above, the special Committee may refer the application to the Transport and Environment Committee for consideration and recommendation to Council;

(b) No decision shall be made by the Highway Temporary Closures Committee until,

(i) the applicant has submitted an application to the City;

(ii) the applicant has paid an application fee at such rate as Council may require from time to time; and

(iii) the Committee has received the appropriate staff report and recommendation on the application;

(c) All decisions of the Highway Temporary Closures Committee shall be reported to the Transport and Environment Committee for the information of that Committee;

(d) **Appeals.** A decision of the Highway Temporary Closures Committee under this section may be appealed by the applicant to the Transport and Environment Committee for its recommendation to Council, provided the applicant submits a Notice and grounds of appeal in writing to the Secretary of the Transport and Environment Committee.

(6) The closure and occupation of a highway for a greater area or for a longer period of time than may be necessary in the opinion of the Committee, having regard to the nature of the proposed purpose and the safety and convenience of the public, shall not be approved. Events upon a highway in a residential area shall be restricted to the period between 8:00 a.m. and 11:00 p.m. unless otherwise permitted as a condition of approval.

(7) All closures of highways in whole or in part on a temporary basis to vehicular traffic, approved by the Highway Temporary Closures Committee or Council, as the case may be, shall be subject to the conditions in this by-law and to additional specific conditions of approval, if any.

(8) (a) **Application.** Every application for a closure of a highway in whole or in part, to vehicular traffic on a temporary basis, shall be submitted to the City and shall include the following minimum information:

- name and street address of applicant (event sponsor) and the mailing address, (if different) ;
- charitable registration number of applicant, (if any), from Revenue Canada;
- name and contact address of applicant's agent or representative;
- proposed location(s) of the portion(s) of highway(s) to be closed on a temporary basis to vehicular traffic;
- proposed hours and date(s) of closure of highway to vehicular traffic;
- specific nature of proposed event;
- proposed hours and date(s) of event;
- where applicable, number of estimated participants and number of estimated spectators;
- the fees or charges (if any) intended to be received by the applicant from participants in the proposed event or from members of the public.

(b) The application shall be reviewed, circulated for comments to the appropriate departments and public agencies and a recommendation on each application shall be made for a decision:

(9) Application Fees. Every applicant shall pay such application fee at such rate as may be prescribed from time to time by Council. Council may set fees for the following classes of applicants:

(i) applications by a commercial organization, (including non profit companies comprised of commercial organizations);

(ii) applications by a charitable organization registered as a charity with Revenue Canada, or by a board or commission as defined in the Municipal Affairs Act;

(iii) applications by a person not within either of the above two groups.

(10) **Agreement to cover costs and indemnify City.**

(a) Every applicant shall, prior to the issuance of a Permit, enter into a Licence Agreement with and satisfactory to the City in accordance with the conditions of approval, in respect of the temporary closing and the proposed event, regarding the standard and additional specified conditions, (if any), of approval, including, the following minimum conditions:

(i) the area of the highway to be closed on a temporary basis, the hours and date of such closure, the purpose of the closing, ie social, recreational, community, athletic or cinematographic purpose, and the nature of the proposed event;

(ii) payment of application fee for this privilege at such rate as may be fixed by Council from time to time;

(iii) set up, maintenance, dismantling and clean up of applicant's equipment, including clean up of the highway;

(iv) reimbursement of the City for any costs incurred or to be incurred by the City as a result of such occupation and the deposit with the City the estimated amount of such costs prior to issuance of the Permit;

(v) indemnification of the City, Regional Police, The Regional Municipality of Hamilton-Wentworth, and any board, commission or utility from any action, claim, damage, or loss whatsoever which may be sustained as a result of the applicant's event, arise from closing of the highway to traffic, issuance of the Permit or from the occupation of the highway thereunder;

(vi) where the applicant is not incorporated, the licence agreement shall be signed by not less than two persons who shall assume the obligations in the licence agreement in favour of the City.

(b) In addition, as a condition of approval, an applicant may be required to provide the following, (details of which shall be included in the said Licence Agreement):

(i) payment of cash or letter of credit satisfactory to City, as security that conditions of approval will be fulfilled, including clean up of highway and that expenses incurred by the City shall be paid;

(ii) agreement of a bonding company acceptable to the City and licensed to carry on business in Ontario, in such sum as may be required, to indemnify and save harmless the City, from any and all actions, claims, damages and loss whatsoever, arising from such use of the highway;

(iii) a consent and waiver from owners of adjoining lands of all claims against the City for any damages which may result, whether directly or indirectly, from such closure and use of that part of the highway, which shall be filed with the City before the Permit is issued;

(iv) such other conditions as may reasonably be required in the opinion of the Committee or Council, as the case may be.

(11) **Insurance.** Every applicant shall, prior to issuance of a Permit, obtain and file with the City, a Comprehensive General Liability, Property Damage, Bodily Injury insurance in the amount of $2,000,000.00, (or such larger amount as may be required as a condition of approval), covering the activity -- with a company and in a form satisfactory to the City, in the name of the applicant and providing The Corporation of the City of Hamilton and The Regional Municipality of Hamilton-Wentworth as additional insured, subject to cross liability and severability of interest provisions.

(12) **Issuance of Permit.**

After an application is approved, a Permit shall not be issued for an event until the following matters have been completed and/or received as required from the applicant:

(a) evidence satisfactory to the City of compliance with the conditions in this provision and the conditions of approval, if any, specified in the decision, including in particular, the filing of a Certificate of the required Insurance and entering into the indemnification agreement;

(b) a declaration confirming that owners, tenants, or occupants of premises adjacent to City highway intended to be closed have been notified of the intended closure of the highway to vehicular traffic and of the proposed event, including their respective times and details;

(c) evidence of approval from the Chief of Police or his designate, to the closure and that such special duty police officers as may be deemed necessary by the Chief of Police will be provided at the applicant's expense.

(13) **Terms of Permit**

(a) Every Permit shall indicate which part of the highway may be so used, during what period of time, and every Permit shall be during the pleasure of the City, subject to cancellation at any time by the Highway Temporary Closures Committee;

(b) A permit issued under this by-law is not transferable. The City reserves the right to require the applicant to fulfill such additional conditions of approval as may be specified at any time.

(c) **Cancellation of Permit.** In case of emergency or where it is believed that the applicant is or will be in breach of any condition of the Permit or that an unsafe or hazardous condition has or is about to arise, the Highway Temporary Closures Committee, staff, or any police officer, may, at any time, require an applicant to cease activities covered by the Permit in whole or in part for such period(s) as may be directed.

(14) **Closure of highway to vehicular traffic on temporary basis.**

After a Permit is issued hereunder, staff,

(a) is authorized to and shall take steps necessary to prohibit vehicular traffic in order that the said highway or that portion of it being so closed, shall be temporarily closed and, for that purpose to cover such traffic signs and parking meters as may be necessary to give effect to the approved closure of the highway to vehicular traffic;

(b) shall immediately forward a copy of the approved decision, the additional specified conditions of approval if any, and the Permit, to the appropriate departments and agencies, including, the Ward Aldermen;

(15) **Standard Conditions of Approval**. All closures of highways to vehicular traffic on a temporary basis for an event are subject to the applicant fulfilling each of the following standard conditions of approval:

(a) **Notice.**

(i) Prior to the issuance of the Permit, that all property owners and tenants adjacent to the highway intended to be closed on a temporary basis be notified by the applicant of the temporary highway closing and the proposed event, in a form and at date(s) satisfactory to the City. Such notification shall not be less than a full fourteen day's notice prior to the event;

(ii) such other Notice to the public on such dates, in such form and in such media as may reasonably be required in the opinion of the City;

(iii) wherever an applicant recognizes or credits in any form of media, contributors whose assistance made the event possible, the applicant shall include the City among those credits.

(b) **Admission Charges.** That the applicant shall not collect any admission charges except when expressly permitted in the City's decision;

(c) **Consent of Participant.** That prior to the event, where the event is a race or other competitive athletic event or sport, the applicant shall obtain from each participant a Release, Waiver and Indemnity of the City from any and all claims resulting from the event, satisfactory to the City and file such Releases with the City;

(c) **Alternative Route.**

(i) That no property owner or resident adjacent to the highway closed to vehicular traffic shall, because of the temporary highway closing and the event, be denied access by foot to their property. Further, the applicant shall take all reasonable action required to ensure the safety of and minimize interference with owners, tenants, and occupants of adjoining properties;

(ii) That where a highway or portion thereof is so closed, the applicant shall provide and keep in repair within the portion of the highway closed to vehicular traffic, to the extent required, a reasonable temporary route satisfactory to staff for the use of emergency vehicles and for all property owners to obtain pedestrian access to their property;

(Note: The Municipal Act states that, with necessary modification, "Where a highway or portion thereof is closed by by-law under this paragraph, the municipality shall provide and keep in repair a reasonable temporary alternative route for traffic and for all property owners who cannot obtain access to their property by reason of such closing." Municipal Act, R.S.O. 1990, c.45, section 207(44)(a)

(d) **Supervision, Inspection, and Inspection Fees.** That all temporary closings be carried out under the direction of and satisfactory to staff; the applicant shall not in advance or during the event erect any traffic or parking signs upon or adjacent to the highway.

(e) **Other By-Laws.** That the applicant comply with the other by-laws of the City and the Region, including The Noise Control By-law and the bylaw titled, The City of Hamilton Licensing Code.

(f) **Other Requirements.** That the applicant comply with such other conditions that may be specified in writing as a condition of approval and such additional conditions that may be required in writing or verbally by the City before or during the event;

(g) **During the temporary closing of highway.**

(i) That the applicant use only the permitted part(s) of a highway in accordance with the terms of the Permit, the conditions of approval and provisions of this By-law.

(ii) That regular reports shall be given by the applicant to the City of the progress of compliance with conditions for the event and subsequently, restoration of the highway;

(iii) That the temporary closings be carried out in a proper workmanlike manner, with all property precautions and safety measures for the protection of public and private property, including maintenance of all necessary warning lights and watchmen, all under the direction and to the satisfaction of staff;

(iv) That the applicant not allow any portion of the event, including spectators, participants, vehicles, partitions, barricades, signs, or other equipment used in connection with the event, to block any fire hydrants, access/egress ramps, snow and garbage removal, or interfere with the installation, maintenance, or repair to any plant or equipment of the City, The Regional Municipality of Hamilton-Wentworth or any other utility in the City highway .

(v) That the applicant not allow any of the applicant's event, its participants, spectators or equipment, to impede emergency vehicles;

(vi) **Barricades and Detour Signs.** That prior to and during the closure of the highway to vehicular traffic, the City shall erect and maintain sufficient warning signs and devices to adequately warn the public of the occupation and obstruction of the highway, at each end of the highway or portion thereof so closed to traffic, and where an alternative route deviates therefrom, a barricade upon which an adequate warning device shall be exposed and in good working order continuously (except during full daylight), and at such points shall be erected detour signs indicating the alternative route and containing a notice that the highway is closed to traffic.

All barricading, temporary highway closure signs, detour signs warning signs and devices, including labour and materials for their construction, erection, maintenance and removal, shall provided by and at the expense of the applicant and the applicant shall pay the City those costs.

(vii) That all barricading, detour signing equipment and other property of the applicant and traffic control be subject to the direction of the Chief of Police or his/her designate;

(ix) That if it is necessary for the City to relocate, remove or alter the signs, barricades or other equipment or property of the applicant for any reason whatsoever, either before, during or after the event, the applicant shall re-imburse the City against such costs and against any loss, cost or damage arising from such work;

(x) That the applicant comply with all other provisions of the Streets By-law and obtain all other applicable approvals to the temporary closing and the event;

(h) **After event.** That the applicant, at its expense, carry out clean up operations immediately after the event to restore the highway to as good condition as before as expeditiously as possible and before re-opening of the highway(s) to vehicular traffic.

The applicant, upon demand, after the event, pay to the City all costs incurred by the City pursuant to this by-law in excess of the cost pre-estimate monies or security already received by the City, (if any).

(16) In the event of non-compliance with the provisions herein, by any person, an Order to Comply may be issued and served upon such person, by,

(a) the City Clerk or any authorized by-law enforcement officer for the City; or

(b) the Chief of the Fire Department, or the Chief Fire Prevention Officer, or any Officer or Inspector of the Fire Department; or

(c) the Chief of Police or any other police constable.

(17) Every person to whom an Order to Comply is issued, or upon whom an Order to Comply is served, shall, forthwith, take such steps as are necessary to comply with the Order within the time provided for compliance.

(18) Where any holder of a permit fails to comply with an Order to Comply issued pursuant to this by-law, in addition to any other remedy or penalty under this by-law, the City may immediately revoke their permit and shall forthwith cause them to be served with a written notice of such revocation and upon service of the notice of revocation the permit holder shall forthwith surrender the permit to the City.

2. This by-law comes into force and effect on the date of its passing and enactment in respect of all applications submitted to the City on or after the said date.

3. Except as amended herein, Streets By-law No. 86-77 is hereby confirmed.

PASSED this day of A.D. 1996

CITY CLERK MAYOR

4 (a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 June 21
T103-23 (5) D. Gunn

REPORT TO: Chairman and Members
Transport & Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Division

SUBJECT: Grey Cup 1996 Festival (R-96-32)
1996 Santa Claus / Grey Cup Parade

RECOMMENDATION:

a) That the application of the Grey Cup 1996 Festival Committee to temporarily close the following street to hold the 1996 Grey Cup Downtown Festival including buskers, entertainment, beer tents and the consumption of alcohol, from Thursday November 21, 1996, at 10:00 a.m. to Sunday November 24, 1996 at 2:00 a.m.,

- MacNab Street South between King Street and Main Street,

b) That the application to temporarily close the following streets to facilitate pedestrian movement to and from the Grey Cup Game, on Sunday November 24, 1996 from 6:00 a.m. to 12:00 midnight,

- Balsam Avenue between King Street and Barton Street,
- Melrose Avenue between King Street and Barton Street,
- Beechwood Avenue between Gage Avenue and Lottridge Street,
- Connaught Avenue between King Street and Barton Street,

c) That the application to temporarily close the following street to hold the 1996 Grey Cup Game Day Festival including buskers, entertainment, beer tents and the consumption of alcohol as well as to facilitate pedestrian movement to and from the Grey Cup Game, from Sunday November 24, 1996 at 6:00 a.m. to Sunday November 24, 1996 at 12:00 midnight,

- Cannon Street between Gage Avenue and Lottridge Street,

Cont'd...

Grey Cup 1996 Festival Committee

Cont'd...

d) That the application of Grey Cup 1996 Hamilton Inc. - Hamilton Santa Claus Parade Committee to temporarily close the following streets in Hamilton on Saturday, November 23, 1996 from 2:00 p.m. to 5:00 p.m. to hold the Hamilton Santa Claus / Grey Cup Parade:

- Peter Street between Ray Street and Hess Street;
- Napier Street between Ray Street and Hess Street;
- Market Street between Queen Street and Ray Street;
- Hess Street between Jackson Street and Market Street;
- Hess Street between York Boulevard and Cannon Street;
- Caroline Street between Hunter Street and Market Street;
- MacNab Street between Hunter Street and Main Street;
- Hughson Street between Jackson Street and King William Street;

be approved, each of the above subject to the following conditions;

i) That the prior approval of the Chief of Police or his designate be received, and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained;

ii) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate;

iii) That all barricading be supplied by and at the expense of the applicant;

iv) That "Temporary Road Closure" signs be installed in advance by the City of Hamilton Department of Public Works and Traffic on the affected roadways, if deemed necessary by the Commissioner of Transportation and at the expense of the applicant;

v) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Department of Public Works and Traffic and at the expense of the applicant;

vi) That no property owner or resident within the barricaded area be denied access to their property upon request;

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Grey Cup 1996 Festival Committee

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vii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation.

viii) That the applicant provide proof of $5,000,000 public liability insurance and liquor liability naming the Region and the City of Hamilton as an added insured party with a provision for cross liability, and holding the Region and the City of Hamilton harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;

ix) That the Liquor Licence Board of Ontario be advised that the City of Hamilton has no objection to the issuance of a temporary extension of liquor licence for the 1996 Grey Cup Downtown Festival on MacNab Street,from Thursday November 21, 1996, at 10:00 a.m. to Sunday November 24, 1996 at 2:00 a.m.

x) That the Liquor Licence Board of Ontario be advised that the City of Hamilton has no objection to the issuance of a temporary extension of liquor licence for 1996 Grey Cup Game Day Festival, from Sunday November 24, 1996 at 6:00 a.m. to 12:00 midnight,

xi) That the applicant adhere to the regulations stipulated by the Liquor Licence Board of Ontario in the provision of alcohol.

xii) That those organizers and their workers who are providing alcoholic beverages be encouraged to participate on a volunteer basis, in a "Server Intervention Training Program."

xiii) That special duty officers as deemed necessary by the Hamilton-Wentworth Regional Police, be provided at the applicant's expense.

xiv) That staff be authorized to work with the Grey Cup 1996 Hamilton officials to develop a strategy to allow access and egress for affected area residents adjacent to the stadium.

Ted Gill

E. M. Gill, P. Eng.

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Grey Cup 1996 Festival Committee

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FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Regional Police will incur costs of $13,000. The City of Hamilton Traffic Department will incur costs of $1,810. which will be borne by the applicant.

BACKGROUND:

The Grey Cup 1996 Festival Committee have developed two festival locations to facilitate hosting the 1996 Grey Cup Game. The support and enthusiasm they have received for the festivities, directly reflects the commitment the citizens of Hamilton have to successfully host the national tradition of the Grey Cup Game. The last time the City of Hamilton hosted the Grey Cup Game was 1972 and the Hamilton Tiger Cats won the Grey Cup.

DOWNTOWN FESTIVAL - Thursday November 21,1996 to Sunday November 24, 1996.
STADIUM GAME DAY FESTIVAL - Sunday November 24, 1996

Description of Events and Closures :

The Grey Cup 1996 Festival Committee is requesting the temporary closure of MacNab Street South between Main Street and King Street from Thursday November 21, 1996, at 10:00 a.m. to Sunday November 24, 1996, at 2:00 a.m. This closure will facilitate a Licensed Cafe on MacNab Street with strolling musicians and buskers, catering coffee, tea and hot beverages. A stage will be located in front of Stelco Tower at the intersection of King Street West and MacNab Street South. The Festival Committee has stated that it will locate the stage off the road allowance to facilitate the Santa Claus / Grey Cup Parade (noted below).

The Festival Committee has applied for a Liquor Licence for the MacNab Street road closure area and is attempting to obtain permission to walk with a beverage to enable event participants to walk between the numerous Downtown Festival Events. The permission would be in effect on the closure between 6:00 p.m. to 2:00 a.m. from Thursday November 21, 1996 to Saturday November 23, 1996.

The Grey Cup 1996 Festival Committee is also requesting temporary road closures on Sunday November 24, 1996 from 6:00 a.m. to 12:00 midnight. This request includes; Balsam Avenue between King Street and Barton Street, Melrose Avenue between King Street and Barton Street, Beechwood Avenue between Gage Avenue and Lottridge Street, and Connaught

Cont'd...

Grey Cup 1996 Festival Committee

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Avenue between King Street and Barton Street, the purpose of which is to establish a secure area around the stadium and around the Stadium Game Day Festival on Cannon Street.

The Grey Cup 1996 Festival Committee has also requested a temporary road closure for Cannon Street between Gage Avenue and Lottridge Street, from 6:00 a.m. to 12:00 midnight on Sunday November 24,1996 to have a Stadium Game Day Street Festival following CFL tradition. Two large entertainment stages will be located at the east/west ends of Cannon Street, a large beer/food tent will be located on the Scott Park Baseball Diamond, and there will be a large football interactive area. Located on the southeast corner parking area at Cannon and Melrose will be the Air Canada Legend Tent. Vendors will be established in 20 to 30 locations along the north/south sides of Cannon Street.

The Festival Committee has applied for a Liquor Licence for the Cannon Street road closure area and is attempting to obtain a permission to walk with a beverage to enable event participants to walk throughout the Cannon Street closure area during the Game Day Street Festival Events as well as Brian Timmis Stadium and Scott Park Baseball Diamond. The permission would be in effect from 2:00 p.m. to 7:30 p.m. on Sunday November 24, 1996.

Transit Service :

With regard to the closures requested for the Stadium Game Day Festival, Cannon Street between Gage Avenue and Lottridge Street is currently used by the Cannon bus route, resulting in 24 Sunday trips during the closure period. This closure could be accommodated without significant inconvenience to HSR customers. The closure of MacNab Street would have significant impacts on the HSR and these concerns and costs have been included in the TSC report regarding the King Street closures.

Department of Public Works and Traffic :

The City of Hamilton Department of Public Works and Traffic will provide all necessary barricading for these closures as well as notification to the public with 4 signs. The cost for the signing will be $600. The City of Hamilton Department of Public Works and Traffic will post the detour route for the Downtown Festival at a cost of $850. The total costs for this event will be $1,450 which will be charged to the applicant.

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Grey Cup 1996 Festival Committee

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Emergency Services :

The City of Hamilton Fire Department, Fire Prevention Division is not opposed to the closures application; however, they will ask that the event organizers ensure that a minimum of one and a half lanes be left clear of obstruction in order that they may access any portion of the closure in the event of a fire. The Festival Committee has agreed that this condition will be accommodated.

Regional Police Services are not opposed to the closures, though they have provided cost estimates for these events that total $13,000. These cost will cover the additional officers required to implement the road closures and would be charged to the Regional Special Events account.

Construction Activities :

Public Works have indicated that construction is scheduled on Melrose between Baron Street and Beechwood Avenue but it is anticipated that it will be completed by November.

SANTA CLAUS / GREY CUP PARADE - Saturday November 23, 1996

Description of Events and Closures :

The Grey Cup 1996 Hamilton Inc. - Hamilton Santa Claus Parade Committee has also requested approval for the 1996 Santa Claus / Grey Cup Parade on Saturday November 23, 1996 from 11:30 a.m. to 5:00 p.m. in the Downtown Core. The proposed parade route will require that portions of Cannon Street, Queen Street, Main Street, Bay Street, John Street, King Street, King Street South, and James Street be closed for approximately five and a half hours.

The closures noted above cause a number of City streets namely Peter Street, Napier Street, Market Street, Hess Street, Caroline Street, MacNab Street and Hughson Street to be closed since they are bound by the parade route.

As the applicant is also requesting temporary closure of numerous Regional roads along the route, a report will also be submitted to the Region's Transportation Services Committee for approval.

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Grey Cup 1996 Festival Committee

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The applicant has requested a change of route this year in response to concerns from the area businesses. Historically, the south side of York Boulevard from Queen Street to Dundurn Street has been used for assembly. This required a closure of the south leg of York Boulevard and effectively blocked eastbound traffic on York Boulevard, which created a financial hardship for the area businesses. The applicant, in conjunction with Region and City Departments, has responded to the business concerns by developing the following closure change to allow the eastbound traffic to continue through the city.

The parade will form up on Cannon Street between Bay and Queen. Westbound traffic will be informed of the closure at James Street and Regional Police will detour traffic on Cannon Street north to Bay and west on Barton to Locke. Vehicles will then turn left on Locke to York Boulevard and continue westerly. Marching bands will assemble on Queen Street at the City Car Park and merge with the parade, eliminating traffic congestion at Cannon and York.

The Grey Cup 1996 Festival Committee has stated that they will ensure that the section of the Parade route along King Street West will be free and clear of obstruction for the parade.

Transit Service :

The HSR will use the same detour routes as in previous years. The Jolley Cut "Upper" routes will be short turned via Hunter Street. Eastbound routes through the downtown will be detoured via Bold Street while westbound routes will be detoured via Hunter Street. The following items are necessary for the parade detours:

- the parking meters on the north side of Hunter street (between John and James) would have to be bagged and posted as a No-Stopping Zone.
- parking would have to be temporarily removed on Bold Street (between Locke and James).
- Police/traffic By-law would be required to monitor the area(s) and be prepared to tow any vehicles in violation.
- three stand-by extra buses and three extra on-street supervisors would be required t ensure service integrity, due to the increased delays of the detour routings.
- Hamilton Spectator ads would be required to inform HSR passengers of the detour and stop relocations.
- additional information staff would be required to handle the extra phone calls anticipated.

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Grey Cup 1996 Festival Committee

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The approximate costs of these items totals $2,010 and these costs would be charged to the Regional Special Events Account.

Department of Public Works and Traffic :

The City of Hamilton Department of Public Works and Traffic will provide all necessary barricading for this event as well as notification to the public with 12 signs. The cost for the signing will be $1,800. There will also be "No Stopping Tow-A-Way Zone" signs placed on Bold between Locke and James, Hunter (south side) between John and Catharine, Hunter (north side) between John and James, King between Mary and Catharine, Augusta between John and Walnut and King William (north side) James to Hughson to assist in the bus detour routes and on Queen between York and Main for the parade itself. The City of Hamilton Department of Public Works and Traffic will also bag meters along the route. The total cost for "No Stopping Tow-A-Way Zone signs and the bagging of the meters will be $540. The total costs for this event will be $2,340 which will be charged to the Regional Special Events Account.

Emergency Services :

The City of Hamilton Fire Department, Fire Prevention Division is not opposed to the closures application, however, they will ask that the event organizers ensure that a minimum of one and a half lanes be left clear of obstruction in order that they may access any portion of the closure in the event of a fire.

Regional Police Services will require 26 officers, 1 staff sergeant, 1 sergeant and 1 radio operator at a total cost of $3,940. The City of Hamilton Department of Public Works and Traffic will provide barricades and cones along the route and the police will install and remove the barricading and coning as required. The police will also encourage local motorists to remove their vehicles from the parade route to lessen the probability of cars being towed and individuals incurring the associated costs.

Construction Activities :

There are no proposed works or existing construction activities in these areas.

dg:

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CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 June 26
S703-87, M.P. Sabelli, C.E.T.

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: J. D. Thoms
Commissioner
Regional Environment Department

SUBJECT: **Establishment of 0.30 Metre Reserve on Alfrin Court In Lieu of Cash Payment For Servicing Costs (R-96-35)**

RECOMMENDATION:

a) That the Owner's request for the City to accept the transfer of a 0.30 metre reserve as security in lieu of cash payment for the existing above ground services on Alfrin Court adjacent to Block 6 on the proposed final plan of subdivision for "Claudette Gardens - Phase 6", be denied.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The total amount to be recovered by the City at this time for the construction of Alfrin Court and Claudette Gate adjacent to "Claudette Gardens - Phase 6" is $15,727.75. The Owner's request to defer the outstanding amount on Alfrin Court adjacent to Block 6 totals $3,873.76. The City has already carried the costs adjacent to "Claudette Gardens - Phase 6" for approximately five (5) years. As Block 6 must be combined with adjacent lands under separate ownership to form a single lot, the City may be required to carry these costs for a long period of time.

For the information of the Committee, it is possible, that rather then proceed with the four (4) lots and one (1) block on the proposed plan of subdivision, the Owner may choose to seek a more "piece-meal" type of development (i.e. Land Severance Applications). This would result in the City recovering the outstanding costs for only one lot at a time, as it is severed. This could further delay the cost recovery process.

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If the City were to accept the Owner's request to transfer a 0.30 metre reserve as security in lieu of outstanding above-ground servicing costs adjacent to Block 6, the City would recover outstanding above-ground servicing costs for four (4) of the lots at one time. The collection of the remaining outstanding above-ground servicing costs adjacent to Block 6 ($3,873.76) would be a condition of obtaining a Building Permit from the City of Hamilton Building Department.

BACKGROUND:

The construction of Alfrin Court was part of the development of "Rymal Estates" subdivision. In accordance with current cost sharing policies, the City paid servicing costs for the construction of above ground works along the open side of the road allowance on Alfrin Court and established a 0.30 metre reserve as a mechanism to collect those outstanding costs upon development of the adjacent lands, a portion of which is included in "Claudette Gardens - Phase 6" subdivision.

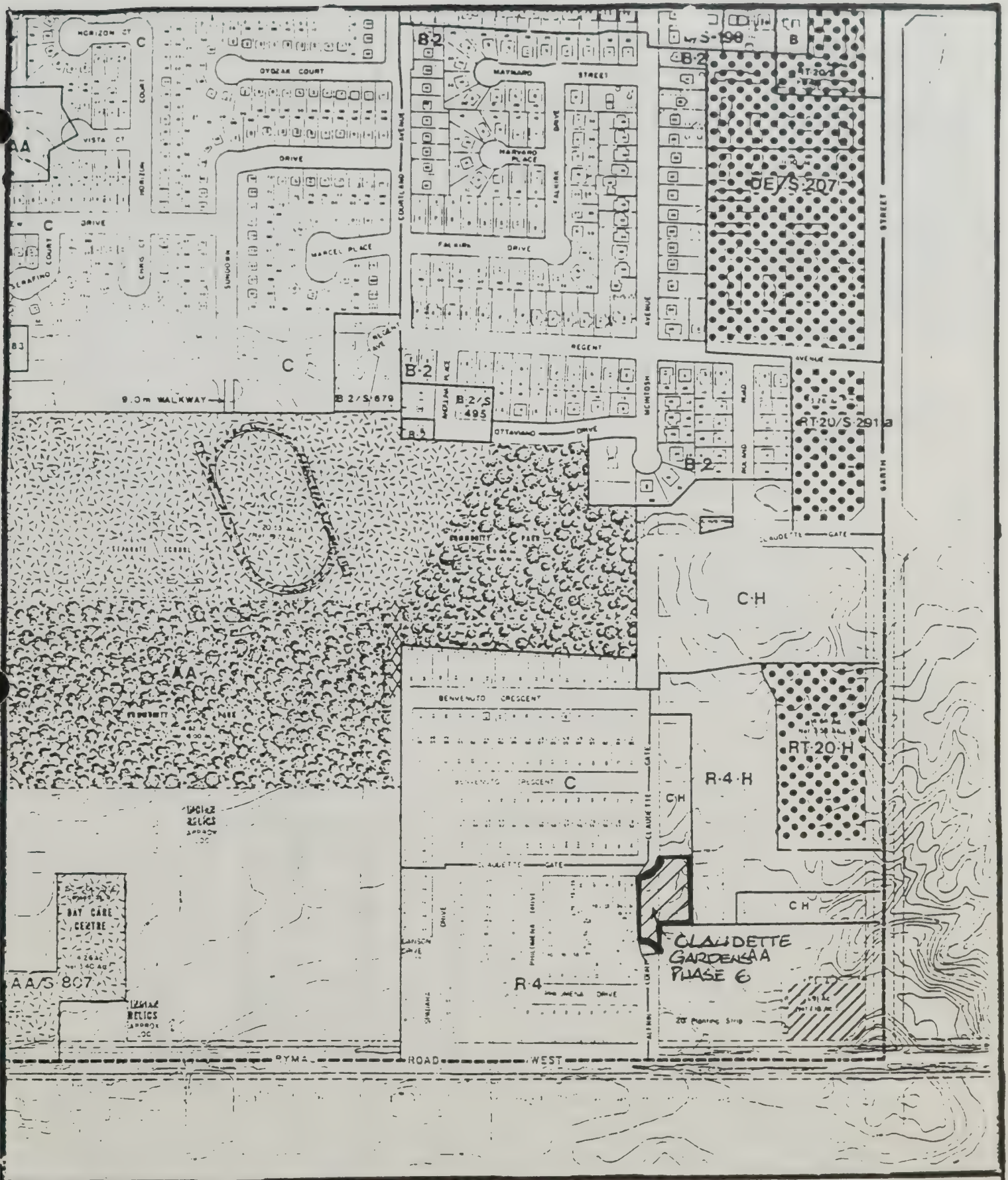
It is standard policy and normal practice for the City to collect outstanding servicing costs for existing works adjacent to 0.30 metre reserves at the first opportunity (usually when lands are subdivided) in order to minimize the length of time the City must carry these costs. Also, the practice of collecting outstanding servicing costs at the first opportunity prevents the possibility of a cost recovery being missed or overlooked at a later date by a different City department.

Therefore, staff are recommending at this time that the City's policy with regard to the recovery of above ground servicing costs be maintained and that the Owner's request that the City accept the transfer of a 0.30 metre reserve as security in lieu of cash payment be denied.

The lands of "Claudette Gardens - Phase 6" are located west of Garth Street and north of Rymal Road West in the Falkirk East Planning Neighbourhood.

MPS
(Attach.)

cc: D. Cobb, City Treasury
cc: L. King, City Building Department



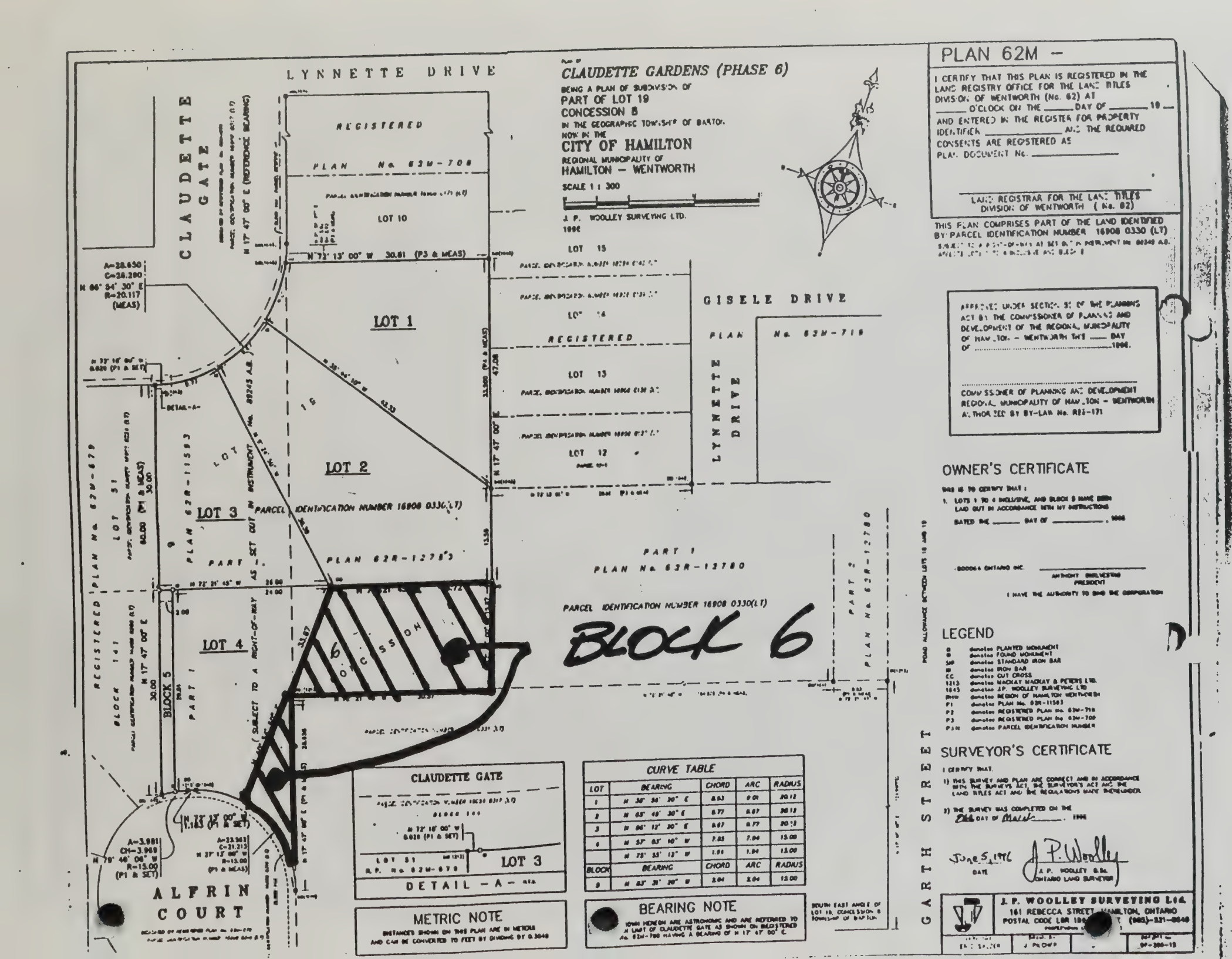
KEY PLAN

NTS

NORTH

FALKIRK EAST

APPROVED PLAN



CLAUDETTE GARDENS (PHASE 6)

BEING A PLAN OF SUBDIVISION OF
PART OF LOT 19
CONCESSION 8
IN THE GEOGRAPHIC TOWNSHIP OF BARTON,
NOW IN THE
CITY OF HAMILTON
REGIONAL MUNICIPALITY OF
HAMILTON – WENTWORTH

SCALE 1 : 300

J. P. WOOLLEY SURVEYING LTD.
1996

PLAN 62M –

I CERTIFY THAT THIS PLAN IS REGISTERED IN THE LAND REGISTRY OFFICE FOR THE LAND TITLES DIVISION OF WENTWORTH (No. 62) AT _____ O'CLOCK ON THE _____ DAY OF _____ 19__ AND ENTERED IN THE REGISTER FOR PROPERTY IDENTIFIER _____ AND THE REQUIRED CONSENTS ARE REGISTERED AS PLAN DOCUMENT No. _____

_____
LAND REGISTRAR FOR THE LAND TITLES DIVISION OF WENTWORTH (No. 62)

THIS PLAN COMPRISES PART OF THE LAND IDENTIFIED BY PARCEL IDENTIFICATION NUMBER 16908 0330 (LT)

APPROVED UNDER SECTION 51 OF THE PLANNING ACT BY THE COMMISSIONER OF PLANNING AND DEVELOPMENT OF THE REGIONAL MUNICIPALITY OF HAMILTON – WENTWORTH THIS _____ DAY OF _____ 1996.

_____
COMMISSIONER OF PLANNING AND DEVELOPMENT
REGIONAL MUNICIPALITY OF HAMILTON – WENTWORTH
AUTHORIZED BY BY-LAW No. 85-171

OWNER'S CERTIFICATE

THIS IS TO CERTIFY THAT :

1. LOTS 1 TO 4 INCLUSIVE, AND BLOCK 6 HAVE BEEN LAID OUT IN ACCORDANCE WITH MY INSTRUCTIONS

DATED THE _____ DAY OF _____, 1996

1000064 ONTARIO INC. _____
ANTHONY BARLOCKING
PRESIDENT

I HAVE THE AUTHORITY TO BIND THE CORPORATION

LEGEND

IB	denotes PLANTED MONUMENT
IB	denotes FOUND MONUMENT
SIB	denotes STANDARD IRON BAR
IB	denotes IRON BAR
CC	denotes CUT CROSS
1213	denotes MACKAY MACKAY & PETERS LTD.
1643	denotes J.P. WOOLLEY SURVEYING LTD
RHW	denotes REGION OF HAMILTON WENTWORTH
P1	denotes PLAN No. 62R-11593
P2	denotes REGISTERED PLAN No. 62M-715
P3	denotes REGISTERED PLAN No. 62M-709
P.I.N	denotes PARCEL IDENTIFICATION NUMBER

SURVEYOR'S CERTIFICATE

I CERTIFY THAT,

1) THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYOR'S ACT AND THE LAND TITLES ACT AND THE REGULATIONS MADE THEREUNDER.

2) THE SURVEY WAS COMPLETED ON THE 26th DAY OF March, 1996

June 5, 1996
DATE

J. P. Woolley
J.P. WOOLLEY O.L.S.
ONTARIO LAND SURVEYOR

CURVE TABLE				
LOT	BEARING	CHORD	ARC	RADIUS
1	N 36° 36' 30" E	0.83	0.91	20.12
2	N 65° 48' 30" E	0.77	0.87	20.12
3	N 86° 13' 30" E	0.67	0.77	20.12
4	N 37° 03' 10" W	7.03	7.04	15.00
5	N 75° 33' 13" W	1.04	1.04	15.00
BLOCK	BEARING	CHORD	ARC	RADIUS
6	N 63° 31' 30" W	2.04	2.04	15.00

METRIC NOTE

DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

BEARING NOTE

BEARINGS ARE ASTRONOMIC AND ARE REFERRED TO THE LIMIT OF CLAUDETTE GATE AS SHOWN ON PLAN REGISTERED AS No. 62M-708 HAVING A BEARING OF N 17° 47' 00" E

SOUTH EAST ANGLE OF LOT 10, CONCESSION 8 TOWNSHIP OF BARTON

J. P. WOOLLEY SURVEYING Ltd.
161 REBECCA STREET, HAMILTON, ONTARIO
POSTAL CODE L8R 1B[illegible] (905)-521-0640

DRAWN BY: E.J. SPICER	CHECKED BY: J. WOOLLEY		SURVEY No. 96-200-15

6.

CORPORATION OF THE CITY OF HAMILTON

CITY CLERK'S OFFICE

****

TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

YOUR FILE:

FROM: J. J. Schatz
City Clerk

OUR FILE:
PHONE: 546-2727

SUBJECT: **Leaf and Yard Waste Collection**

DATE: 1996 June 26

Attached is a copy of Section 31 of the Ninth Report of the Transport and Environment Committee for 1996 which was referred back with instructions to the Transport and Environment Committee by City Council at its meeting held 1996 June 25.

JJS/KCC/mjw

Attachment

Sub-joined is a copy of Section 31 of the Ninth Report of the Transport and Environment Committee for 1996 which was referred back with instructions by City Council at its meeting held 1996 June 25.

"(a) That in accordance with the Provincial Government's 3 Rs Regulations which mandate leaf and yard waste composting, the Commissioner of Public Works and Traffic be authorized to implement a leaf and yard waste collection program, on a six-month trial basis, in accordance with the following criteria:

(i) Leaf and yard waste will be collected separately from regular household garbage and recyclables; and,

(ii) The collection period will be from April 15th to December 15th and a Christmas tree collection in January; and,

(iii) Collection will be on an every other week basis with collection days designated as per the attached Appendix "C"; and,

(iv) There will be no leaf and yard waste collection for statutory holidays nor will there be "make up" days for lost statutory day collections; and,

(v) Leaf and yard waste will only be collected when properly placed at curbside and packaged in clear plastic bags with a thickness of at least 1.5 thousandths of an inch, not more than 2.75 cubic feet, capable of holding 50 lbs or 22 kg; or in suitable reusable garbage cans/containers designated by the official leaf and yard waste logo as illustrated in Appendix "D"; or in the case of brush and garden debris tied in compact bundles not more than four feet in length; and,

(vi) The Department of Public Works and Traffic will make available and distribute through the mail, vinyl stick on leaf and yard waste logos for use by residents in designating specific reusable containers for leaf and yard waste, on a request basis and for an amount of $1 each sticker; and,

(vii) Each individual "lift" of leaf and yard waste ie. each bag or container of material shall not exceed 50 lbs or 22 kg; and,

(viii) Grass clippings will not be collected. Property owners will be encouraged to recycle grass clippings onto their lawn, or compost grass clippings or take them directly to their local transfer stations; and,

(b) That the Commissioner of Public Works and Traffic be authorized to inform the Citizens of Hamilton and affected agencies of the leaf and yard waste collection program through local media, promotions and educational seminars as may be required and within existing budgets; and,

(c) That in order to facilitate a program start which recognizes operational issues for both the City of Hamilton and the Region of Hamilton-Wentworth, the program start date for 1996 be September 16."

(d) That staff be directed to investigate the lack of compliance of the Provincial Government's 3 Rs Regulations in other municipalities and the ministries non-enforcement of this regulation.

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Thursday, 1996 July 4
9:30 o'clock a.m.
Room 233, City Hall

A G E N D A

A. ADOPTION OF THE MINUTES

Adoption of the Minutes of the Transport and Environment Committee Meeting held 1996 June 17

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. **Parking Regulations**

(a) South side of Linden Street between Cavell Avenue and Lincoln Street

(b) North side of Young Street, west of West Avenue South

(c) No. 17 1/2 Somerset Avenue
Request for a Reserved "Permit Parking" Space for a Disabled Resident

ii. **Miscellaneous**

(a) Neighbourhood Watch Program for the Fessenden Neighbourhood

(b) No. 321 West 2nd Street
Request for a Wheelchair Loading Zone

(c) No. 155 Parkview Drive
Request for a Wheelchair Loading Zone

(d) Neighbourhood Watch Program for the Riverdale West Neighbourhood

C. **CITY ENGINEER**
(Commissioner of Transportation/Commissioner of Environment)

(i) Temporary Road Closures for the Greater Hamilton Aquafest Wednesday 1996 July 10 - Tuesday 1996 July 23

(ii) 1996 Servicing Expenditures Related to Subdivisions

(iii) Hess Village Performing Arts Festival

(iv) Encroachment Agreements

1(A)

Monday, 1996 June 17
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present:
Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Mayor R. M. Morrow
Alderman B. Morelli
Alderman G. Copps
Alderman C. Collins
Alderman T. Jackson
Alderman F. D'Amico

Also present:
Alderman F. Eisenberger
Alderman B. Charters
Alderman T. Anderson
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. D. Lobo, Commissioner of Public Works and Traffic
Mr. C. Firth-Eagland, Public Works and Traffic Department
Mr. R. Meiers, Public Works and Traffic Department
Mr. M. Hazell, Public Works and Traffic Department
Ms. P. Noé Johnson, City Solicitor
Mr. M. Watson, Property Department
Mr. G. Aston, Roads Department
Mr. B. O'Brien, H.S.R.
Mr. V. Terluk, Environmental Services Department
Mr. W. Vucetich, 79 Rymal Road West
Mr. C. Jewel, Dofasco
Mr. G. Chisolm, Dofasco
Mr. K. C. Christenson, Secretary

Absent:
Alderman M. Kiss (vacation)

1. **DELEGATION**

(a) **Mr. Walter Vucetich**
Access to Property at No. 79 Rymal Road West

The Committee was in receipt of correspondence dated 1996 May 30 from Alderman F. D'Amico and correspondence dated 1996 May 29 from Mr. W. Vucetich respecting the subject matter.

Mr. Vucetich appeared before the Committee to request consideration of allowing road access from his commercial property located at 79 Rymal Road West.

Following discussion, the Committee agreed to table the item in order that staff from the Roads Department prepare a report on the matter for the next meeting.

(b) **Hamilton Harbour Land Use - O.M.B. Hearing**

Ms. Noé Johnson informed the Committee that the O.M.B. hearing respecting Hamilton Harbour Land Use Planning was convening at 10:00 o'clock a.m.. She stated that correspondence had been received on 1996 June 13 which repealed legislation respecting the Harbour Commission Act. She then updated the Committee on the new legislation.

2. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

(i) The minutes of the Transport and Environment Committee meeting held 1996 May 6 were adopted as circulated to the Members.

(ii) The minutes of the special Transport and Environment Committee meeting held 1996 May 28 were adopted as circulated to the Members.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. **Parking Regulations**

(a) **Public Walkway between Nos. 38 and 42 Graystone Drive**

The Committee was in receipt of a report dated 1996 May 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Stopping" regulation be implemented on the east side of Graystone Drive commencing 254 feet north of the north curb line of Greyfriar Drive and extending to a point 76 feet northerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **No. 19 Allan Avenue**
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated 1996 June 4 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Allan Avenue commencing at a point 199 feet east of Harmony Avenue and extending to a point 23 feet easterly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Keith Walker, No. 19 Allan Avenue.

(c) **No. 40 Picton Street West and No. 547 Hughson Street North Request to Relocated an Existing Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1996 May 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "Permit Parking" regulation on the north side of Picton Street West commencing at a point 99 feet west of MacNab Street North and extending to a point 18 feet westerly therefrom be removed; and,

(b) That a "Permit Parking" regulation be implemented on the west side of Hughson Street North commencing at a point 240 feet south of the south curb line of Brock Street and extending to a point 18 feet southerly therefrom; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly; and,

(d) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Judy Simkins, No. 547 Hughson Street North.

(d) **No. 158 Gibson**
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated 1996 May 31 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the east side of Gibson Avenue commencing at a point 332 feet south of Barton Street East and extending to a point 22 feet southerly therefrom be removed and that the City Traffic By-law No. 89-72 be amended accordingly.

(e) **No. 8 Roosevelt Avenue**
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated 1996 May 16 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Roosevelt Avenue commencing at a point 124 feet south of Beach Road and extending to a point 25 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Mike Sokoloski, No. 8 Roosevelt Avenue.

(f) **No. 215 Garside Avenue South**
Request to Remove a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1996 May 15 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Wheelchair Loading Zone, 24 hours a day, seven days a week" regulation on the east side of Garside Avenue South which commences at a point 54 feet north of the north curb line of Bartonville Court and extends to a point 30 feet northerly therefrom be removed and that the City Traffic By-law No. 89-72 be amended accordingly.

(g) **Bendamere Avenue between West 31st Street and West 32nd Street**

The Committee was in receipt of a report dated 1996 May 15 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of Bendamere Avenue between West 31st Street and West 32nd Street and that the City Traffic By-law No. 89-72 be amended accordingly.

(h) **No. 196 Weir Street North**
Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1996 May 16 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the east side of Weir Street North commencing at a point 31 feet south of Britannia Avenue and extending to a point 26 feet southerly therefrom be removed and that the City Traffic By-law No. 89-72 be amended accordingly.

(i) **North Side of Haymarket Street, east of Hughson Street North**

The Committee was in receipt of a report dated 1996 May 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the City Traffic By-law No. 89-72 be amended to allow for the existing "No Stopping" regulation on the north side of Haymarket Street commencing at the westerly end of Haymarket and extending to a point 104 feet easterly therefrom.

(j) **Deschene Avenue between Hester Street and Washington Street**

The Committee was in receipt of a report dated 1996 June 4 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Alternate Side Parking" regulation on Deschene Avenue between Hester Street and Washington Street be replaced with a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on both sides of the street in this block and that the City Traffic By-law No. 89-72 be amended accordingly.

(k) **Apartment Building at No. 74 Locke Street North**
Application for a Time Limit Exemption Permit

The Committee was in receipt of a report dated 1996 June 4 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the Commissioner of Public Works and Traffic be authorized to issue, upon request, one Time Limit Exemption Permit to each of the first two eligible applicants residing in the apartment building at No. 74 Locke Street North.

(l) **No. 110 Ray Street North**
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated 1996 June 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Ray Street North commencing at a point 24 feet south of Florence Street and extending to a point 18 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Helen Qubaia, No. 110 Ray Street North.

(m) **Upper Horning Road between Monteagle Court and Adis Avenue**

The Committee was in receipt of a report dated 1996 June 4 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "No Parking" regulation on both sides of Upper Horning Road between Monteagle Court and Adis Avenue be replaced with an "Alternate Side Parking" regulation such that parking is prohibited:

(i) on the east side of the street during the months of December, January, February and March and from the 1st to the 15th day of April, May, June, July, August, September, October and November; and,

(ii) on the west side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and,

(b) That Upper Horning Road from Scenic Drive to Stone Church Road be removed from the "through street" system; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(ii) **Intersection Control**

(a) **Intersection of Barlake Avenue and Hollydene Place**

The Committee was in receipt of a report dated 1996 May 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "No Parking" regulation on the west side of Barlake Avenue commencing at Hollydene Place and extending to a point 60 feet northerly therefrom be replaced with a "No Stopping" regulation from the north curb line of Barlake Avenue (south leg) and extending to a point 84 feet northerly therefrom; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Intersection of Garth Street and Glenvale Drive**

The Committee was in receipt of a report dated 1996 May 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing by-law entry allowing for a "No Stopping" regulation on the south side of Glenvale Drive commencing at Garth Street and extending to a point 46 feet westerly therefrom be rescinded.

(c) **Intersection of Central Avenue and Wexford Avenue South**

The Committee was in receipt of a report dated 1996 May 14 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That four-way stop control be implemented at the intersection of Central Avenue and Wexford Avenue South, and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) **Britannia Avenue from Kenilworth Avenue to Strathearne Avenue**

The Committee was in receipt of a report dated 1996 May 31 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "No Stopping, 4:00 p.m. to 6:00 p.m., Monday to Friday" regulation on the south side of Britannia Avenue/Cannon Street East between Kenilworth Avenue and Strathearne Avenue, be removed; and,

(b) That four-way stop control be implemented at the intersections of Britannia Avenue and Tragina Avenue and Britannia Avenue and Fairfield Avenue; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(iii) **Miscellaneous**

(a) **Supply and Delivery of Traffic Signal Cable**

The Committee was in receipt of a report dated 1996 June 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a purchase order be issued to Nedco, Hamilton Ont. for the supply and delivery of traffic signal cable as required by the Public Works and Traffic Department, being the lowest bid received and being in accordance with the specifications issued by the Purchasing Division's tender, and that the expenditure of $62,905 including taxes be financed through the Traffic Signals Materials Account No. 56152 75999.

As this work is to be completed as soon as possible, the above has been processed through the emergency procedures of the City of Hamilton Purchasing Policy, that states "An order can be placed upon the approval of two of the following: the Mayor, an appropriate Committee Chairman, the Chief Administrative Officer and that any action taken under this provision to be reported to the next regular meeting of City Council".

(b) **Confederation Park Bus Rout - Bus Stop Installations**

The Committee was in receipt of a report dated 1996 May 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That in accordance with the request by the Hamilton Street Railway Company, the following bus stops be installed:

Route No. 56 Confederation Park

Add - Northbound -	Centennial Parkway North, east side, 41 feet south of the south curb line of Violet Drive (N/S); and,
Add - Southbound -	Centennial Parkway North, west side, 126 feet south of the south curb line of Eastgate Court (M/B); and,

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Locke Bus Route - Bus Stop Removals and Installation**

The Committee was in receipt of a report dated 1996 May 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That in accordance with the request by the Hamilton Street Railway Company, the following bus stops be removed and installed:

Route No. 7 Locke

Delete -	Westbound -	Hunter Street West, north side, 77 feet east of the east curb line (projected) of Park Street (M/B); and,
Delete -	Westbound -	Hunter Street West, north side, 37 feet east of the east curb line of Bay Street South (N/S); and
Add -	Westbound -	Duke Street, north side, 15 feet east of the east curb line of Bay Street South (N/S); and,

(b) That the existing Hamilton Street Railway bus route designation on Duke Street from James Street South to Park Street South be extended westerly to Bay Street South; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(d) **No. 157 Ferrie Street East**
Discharge of a Residential Boulevard Parking Agreement

The Committee was in receipt of a report dated 1996 June 7 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing residential boulevard parking agreement registered as Instrument No. 131725 C.D. to the property at No. 157 Ferrie Street East be discharged, at the property owner's expense; and,

(b) That the City Solicitor be authorized and directed to process the documents in relation to the discharge of this agreement; and,

(c) That the owner of the property be permitted to execute a revised residential boulevard parking agreement.

C. DIRECTOR OF PROPERTY/CHIEF ADMINISTRATIVE OFFICER

Offer to Purchase (Highway Closure)
The 11 foot alley being parallel to Tisdale Street South between Main Street East and King Street East, Hamilton
Hamilton Automobile Club, Maindale Properties Limited

The Committee was in receipt of a report dated 1996 June 6 from the Chief Administrative Officer and the Director of Property respecting the subject matter.

The Committee approved the following recommendation:

That Section 3 of the Fourteenth Report of the Transport and Environment Committee for 1987, approved by City Council on 1987 October 13, be rescinded in its entirety and replaced by:

(a) That the following property be declared surplus to the requirements of the City in accordance with Realty Sales Procedural By-law No. 95-049:

"the lands composed of part of an 11 foot alley, Registered Plan 224, being parallel to Tisdale Street South between King Street East and Main Street East, in the City of Hamilton, more specifically known as firstly, Parts 1, 2 and 3 on Plan 62R-5120 and secondly, Parts 1 and 2 on Plan 62R-13270, containing an area of 87.62 square metres (943.16 square feet)"; and,

(b) That an Offer to Purchase (Highway Closure), duly executed by the Hamilton Automobile Club on 1996 May 17 and scheduled to close thirty (30) days after the conditions of the Offer have been fulfilled to the satisfaction of the City being on or before the 1996 December 6, for the lands composed of part of an 11 foot alley, Registered Plan 224, being parallel to Tisdale Street between King Street East and Main Street East, in the City of Hamilton, more specifically known as first, Parts 1, 2 and 3 on Plan 62R-5120, and secondly, Parts 1 and 2 on Plan 62R-13270, containing a total area of 87.62 square metres (943.16 square feet), more or less, as shown on Schedules "A" and "B" attached to the agreement, closed by Judge's Order dated 1993 December 21, registered as Instrument No. 174069 on 1994 January 14, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Property Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and the funds derived from this sale of $4,480 be credited to Account No. CH4X501 00102 (Reserve for Property Purchases (Sales)); and,

(c) That the required deposit cheque in the amount of $400 be held by the City Treasurer pending Council approval; and,

(d) That the Mayor and City Clerk be authorized and directed to execute the necessary documents; and,

(e) That in accordance with Real Property Sales Procedural By-law No. 95-049:

(i) satisfactory notice given pursuant to Section 300 of the Municipal Act (the highway sale provision); and,

(ii) no appraisal of the fair market value of the real property being sold was obtained as Highway (Public Alleyway) closures and sales are exempt from the appraisal requirements of Section 193 of the Municipal Act;

(iii) the City Clerk be authorized and directed to execute (and issue) a Certificate of Compliance in a form prescribed pursuant to Section 193 of the Municipal Act; and,

(f) That an Offer to Purchase (Highway Closure) to be executed by Maindale Properties Limited and scheduled to close thirty (30) days after the conditions of the Offer have been fulfilled to the satisfaction of the City being on or before the 1996 December 6, for the lands composed of part of an 11 foot alley, Registered Plan 224, being parallel to Tisdale Street between King Street East and Main Street East, in the City of Hamilton, more specifically known as Parts 1 and 2 on Plan 62R-13270, containing 5.62 square metres (60.5 square feet), more or less, as shown on Schedule "A" attached to the agreement, closed by Judge's Order dated 1993 December 21, registered as Instrument No. 174069 on 1994 January 14, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Property Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and the funds derived from this sale of $290, be credited to Account No. CH4X501 00102 (Reserve for Property Purchases (Sales)); and,

(g) That the required deposit cheque in the amount of $30 be held by the City Treasurer pending Council approval; and,

(h) That the Mayor and City Clerk be authorized and directed to execute the necessary documents; and,

(i) That in accordance with Real Property Sales Procedural By-law No. 95-049:

(i) satisfactory notice will be given pursuant to Section 300 of the Municipal Act (the highway sale provision); and,

(ii) no appraisal of the fair market value of the real property being sold was obtained as Highway (Public Alleyway) closures and sales are exempt from the appraisal requirements of Section 193 of the Municipal Act; and,

(iii) the City Clerk be authorized and directed to execute (and issue) a Certificate of Compliance in a form prescribed pursuant to Section 193 of the Municipal Act.

D. **CITY ENGINEER**
(Commissioner of Transportation/Commissioner of Environment)

(i) **1996 Servicing Expenditures Related to Subdivisions**

The Committee was in receipt of a report dated 1996 June 5 from the Commissioner of Regional Environment respecting the subject matter.

The Committee approved the following recommendation:

(a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in:

(i) **" BAR-BROCK ESTATES - PHASE 4 ", Hamilton**
City's Share $ NIL Subdivider's Share $118,291.53; and,

(ii) **" WISEMOUNT ESTATES - PHASE 7 ", Hamilton**
City's Share $ NIL Subdivider's Share $39,182.60

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements with the Owners of "Bar-Brock Estates - Phase 4", and "Wisemount Estates" and any other related documents for this Subdivision subject to the approval of the City Solicitor; and,

(c) That approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered; and,

(d) In the event that the owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered they should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing.

(ii) **1996 Annual Overload Permit - Trimac Transportation Services**

The Committee was in receipt of a report dated 1996 June 5 from the Senior Director, Roads Division respecting the subject matter.

The Committee approved the following recommendation:

(a) That in accordance with By-law No. 89-72, Trimac Transportation Services be issued Annual Overload Permits for the year 1996 for eight (8) tractor-trailers to travel upon Burlington Street East, Windermere Road and Strathearne Avenue; and,

(b) That of the $709.40 total carrying fee, 10 percent or $70.94 be credited to City Account No. 25827011 (Overload Permit Fees).

(iii) **Street Incorporation**

The Committee was in receipt of a report dated 1996 June 6 from the Senior Director, Roads Division respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following City land be incorporated into the following streets:

Appleblossom Drive	Part 3	62R-13733
Brigadoon Drive	Block 13	62M-753; and,

(b) That the by-laws to carry out the incorporation of the said land into the foregoing streets be enacted by Council; and,

(c) That the Commissioner of Transportation be authorized and directed to register the by-laws.

(iv) **Encroachment Agreements**

The Committee was in receipt of a report dated 1996 June 11 from the Senior Director, Roads Division respecting the subject matter.

The Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations as outlined on Appendix "A", attached hereto, be approved, provided:

(a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

(c) That the first year fees and subsequent annual fees outlined in Appendix "A" be set for the encroachments.

E. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Items

The Committee was in receipt of a report dated 1996 June 17 from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

That the sub-joined list of Information Reports that were previously distributed to the Transport and Environment Committee, be received.

Date	From	Subject	Date Distributed
May 6	Commissioner of Public Works & Traffic	School Crossing Guards at Pedestrian Priority Signals	1996 May 13
1996 May 21	Commissioner of Public Works & Traffic	Storm Damage Summary Monday, May 20, 1996	1996 May 23
1996 May 14	Commissioner of Public Works & Traffic	Private and Confidential Report	1996 May 30
1996 June 4	Alderman D. Drury	Correspondencesfrom Kathleen Kennedy respecting the Gore Park Fountain	1996 June 4
1996 May 30	Commissioner of Public Works & Traffic	Cochrane Rd. and Montrose Ave. School Crossing Guard Request	1996 June 4
1996 May	Ontario Good Roads Association	Bulletin	1996 June 7
1996 May 27	Hamilton Beach Preservation Inc.	Hamilton Beach	1996 June 11

3. CITY ENGINEER
(Commissioner of Regional Environment)

(a) **Philip Environmental Inc. Application to Amend Provisional Certificate of Approval No. A100140 for a Waste Disposal Site Processing, No. 52 Imperial Street, Hamilton**

The Committee was in receipt of a report dated 1996 June 7 from the Commissioner of Regional Environment respecting the subject matter.

Following discussion, the Committee approved the following recommendation:

That the Ministry of Environment and Energy West Central Region be notified that the City of Hamilton has no comment regarding the Philip Environmental Inc.'s Application to Amend Provisional Certificate of Approval No. A100140 for Waste Disposal Site (Processing), 52 Imperial Street, Hamilton.

Note: Alderman Copps recorded opposed.

(b) **Dofasco Inc. Application to Amend Provisional Certificate of Approval No. A100135, No. 1330 Burlington Street East**

The Committee was in receipt of a report dated 1996 June 7 from the Commissioner of Regional Environment respecting the subject matter.

At the request of the Committee, Mr. C. Jewel and Mr. G. Chisolm of Dofasco described the process that Dofasco was proposing in it's application and following discussion, the Committee approved the following recommendation:

(a) That the West Central Region of the Ministry of Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to Dofasco Inc. receiving an amendment to its existing Provisional Certificate of Approval No. A100135 (No. 1 Acid Regeneration Plant) located at No. 1330 Burlington Street East, Hamilton, provided that all Provincial environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry of Environment and Energy, and that all applicable City and Regional by-laws are complied with fully; and,

(b) That a copy of this report be submitted to the West Central Region Branch of the MOEE for its consideration in the preparation of the Provisional Certificate of Approval which would apply to the development and operation of the facility operated by Dofasco Inc.

Note: Alderman Copps recorded opposed.

4. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

(a) **Proposed Alteration of John Street North, Vicinity of 545 John Street North**

The Committee was in receipt of a report dated 1996 May 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That the proposed narrowing of John Street North from a width of 8.6 m to 6.2 m from approximately 45 m north of Burlington Street to approximately 13 m northerly, as shown on Appendix "B" attached hereto, be advertised under Section 300 of the Municipal Act being Chapter M.45 of the Revised Statutes of Ontario 1990 and that the necessary alteration By-law be prepared by the Commissioner of Public Works and Traffic in a form satisfactory to the City Solicitor and advertised by the City Clerk; and,

(b) That the Commissioner of Public Works and Traffic be authorized and directed to undertake these works once all the approvals are received; and,

(c) That the cost of work estimated at $1,600 be charged to Account No. CH56103 60144 - Sidewalks Special Projects.

(b) **Local Improvement By-laws**

(i) **Construction of Independent Concrete Sidewalks on the North Side of Stone Church Road between Upper Wellington Street and Upper Wentworth Street**

(ii) **Construction of a Concrete Alley First South of Hunter Street from Bay Street to approximately 83.5 m westerly (east-west portion only)**

The Committee was in receipt of a report dated 1996 May 14 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the by-laws be enacted to authorize construction of local improvements of the following:

(a) Independent concrete sidewalks on the north side of Stone Church Road from Upper Wellington Street to Upper Wentworth Street; and,

(b) Concrete alley, first south of Hunter Street from Bay Street to approximately 83.5 m westerly (east-west portion only).

(c) **Leaf and Yard Waste Collection**

The Committee was in receipt of a report dated 1996 June 3 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Firth-Eagland detailed the Leaf and Yard Waste Collection program and discussion ensued on the issue of grass clipping collection.

Following considerable discussion, the Committee approved the following recommendation:

(a) That in accordance with the Provincial Government's 3 Rs Regulations which mandate leaf and yard waste composting, the Commissioner of Public Works and Traffic be authorized to implement a leaf and yard waste collection program in accordance with the following criteria, on a six-month trial basis:

(i) Leaf and yard waste will be collected separately from regular household garbage and recyclables; and,

(ii) The collection period will be from April 15th to December 15th and a Christmas tree collection in January; and,

(iii) Collection will be on an every other week basis with collection days designated as per the attached Appendix "C"; and,

(iv) There will be no leaf and yard waste collection for statutory holidays nor will there be "make up" days for lost statutory day collections; and,

(v) Leaf and yard waste will only be collected when properly placed at curbside and packaged in clear plastic bags with a thickness of at least 1.5 thousandths of an inch, not more than 2.75 cubic feet, capable of holding 50 lbs or 22 kg; or in suitable reusable garbage cans/containers designated by the official leaf and yard waste logo as illustrated in Appendix "D"; or in the case of brush and garden debris tied in compact bundles not more than four feet in length; and,

(vi) The Department of Public Works and Traffic will make available and distribute through the mail, vinyl stick on leaf and yard waste logos for use by residents in designating specific reusable containers for leaf and yard waste, on a request basis and for an amount of $1 each sticker; and,

(vii) Each individual "lift" of leaf and yard waste ie. each bag or container of material shall not exceed 50 lbs or 22 kg; and,

(viii) Grass clippings will not be collected. Property owners will be encouraged to recycle grass clippings onto their lawn, or compost grass clippings or take them directly to their local transfer stations; and,

(b) That the Commissioner of Public Works and Traffic be authorized to inform the Citizens of Hamilton and affected agencies of the leaf and yard waste collection program through local media, promotions and educational seminars as may be required and within existing budgets; and,

(c) That in order to facilitate a program start which recognizes operational issues for both the City of Hamilton and the Region of Hamilton-Wentworth, the program start date for 1996 be September 16.

Note: Alderman Morelli and Alderman Jackson recorded opposed.

(d) **Construction of Concrete Apron Approaches on the south side of Stone Church Road East between Upper Wentworth Street and Upper Wellington Street**

The Committee was in receipt of a report distributed at the meeting dated 1996 June 14 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That the construction of forty (40) concrete apron approaches estimated at $57,000 on the south side of Stone Church Road East between Upper Wentworth Street and Upper Wellington Street be funded from the 1996 Capital Levy (City's Share of Locals - Residential); and,

(b) That the Commissioner of Transportation be authorized and directed to construct these works on behalf of the City of Hamilton; and,

(c) That the Commissioner of Environment be requested to review the policy concerning construction of approaches under Schedule "E" of City of Hamilton Subdivision Agreements.

(e) **1995 Reconstruction Program, Utilization of Residual Funds**

The Committee was in receipt of a report distributed at the meeting dated 1996 June 14 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That authorization be given to the Commissioner of Public Works and Traffic to issue a purchase order in the amount of $306,571.26 inclusive of G.S.T. ($20,056.06) to commission H.I.P. Hot-in-place Recycling Equipment Inc. of Agincourt, Ontario to supply all necessary labour, materials and equipment to undertake hot in-place recycling of asphalt paving on various City streets, this being the lowest quotation received in accordance with the specifications issued by the Purchasing Division, Ref: C15-20-96; and,

(b) That this expenditure be financed from residual funds available in the 1995 Reconstruction Program Account No. CF5295 42001; and,

(c) That the Mayor and City Clerk be authorized and directed to execute an agreement in a form satisfactory to the City Solicitor; and,

(d) That the Commissioner of Transportation be authorized and directed to undertake the road improvements on Inverness Avenue East between Upper Wentworth Street and East 15th Street in conjunction with the Regional sewer work at an estimated cost of $93,000; and,

(e) That this expenditure be financed from Account No. CF5295 42001 - 1995 Reconstruction Program; and,

(f) That the 7% overhead charges by the Region estimated at $250,000 not eligible for funding in the Canada/Ontario Infrastructure Works Projects M16101-07 and M16101-08 be financed from the 1995 Reconstruction Program Account No. CF5295 42001.

(f) **Proposed Parking Time Limit for Vehicles Displaying Ministry of Transportation "Disabled Person Parking Permits"**

The Committee was in receipt of a report dated 1996 June 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

That the City Traffic By-law No. 89-72 be amended to provide that vehicles displaying Ministry of Transportation "Disabled Person Parking Permits" may be parked at on-street parking meters without depositing coins in the meter, but only for a maximum of three consecutive hours.

5. CHIEF ADMINISTRATIVE OFFICER

Upper Ottawa Landfill Site

The Committee was in receipt of a report dated 1996 June 3 from the Chief Administrative Officer respecting the subject matter.

Following a brief presentation by Mr. Pavelka, the Committee approved the following recommendation:

(a) That the Transport and Environment Committee appoint Alderman H. Merling, Alderman T. Jackson and Alderman B. Charters who will work with the Region in the landfill site remediation/environmental monitoring operations for the Upper Ottawa Landfill Site to ensure that the Region's actions harmonize with the City's current and future operation; and,

(b) That Region be requested to consider the above recommendation and requested to forward a summary report to the City on the environmental issues as they understand them, with associated proposals for remedial action.

6. ALDERMAN C. COLLINS

No. 28 Village Drive - Fence on the City Road Allowance

The Committee was in receipt of a report dated 1996 June 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following discussion, the Committee approved the following recommendation:

That no action be taken on the request to remove the fence situated on the City road allowance of Adorn Court adjacent to No. 28 Village Drive.

7. ALDERMEN M. KISS

No. 45 Rifle Range Road - Rock Crushing Operation

The Committee agreed that the item be tabled to a future meeting.

8. ALDERMAN F. D'AMICO

"Just Desserts" - No. 1400 Upper James Street - Outdoor Patio

The Committee agreed that the item be referred to the Roads Department Staff in order that a report be prepared on the matter for the next meeting.

9. MAYOR R. M. MORROW

Ceremonial Street Designation to honour Composer Franz Liszt
MacNab Street between King Street and Main Street

Mayor Morrow spoke to the subject matter and suggested that signs should be erected on MacNab Street from King Street to Hunter Street and that required funding be derived from private donations.

Following brief discussion, the Committee approved the following recommendation:

That the ceremonial "Liszt Avenue" street designation signs honouring the composer Franz Liszt be installed on MacNab Street from King Street to Hunter Street and that the cost for this undertaking be financed by private donations.

10. CITY CLERK

(a) **Petition**
Parking Meters on the north side of Hunter Street and John Street (referred to the Transport and Environment Committee by City Council on 1996 May 28)

The Committee was in receipt of correspondence dated 1996 May 29 from the City Clerk respecting the subject matter.

The Committee agreed that the item be received and following subsequent discussion approved the following recommendation:

That parking fees be waived at all municipal parking lots within the downtown core from Friday evening to Sunday evening.

(b) **Hamilton Signals Association**
Bus Shelters at the Cenotaph
(referred to the Transport and Environment Committee by City Council on 1996 May 28)

The Committee was in receipt of correspondence dated 1996 May 29 from the City Clerk respecting the subject matter.

Discussion ensued on the actions of the Parks and Recreation Committee had taken respecting the matter of bus shelters in Gore Park and subsequently, the Committee agreed that the Commissioner of Traffic and Environmental Services report back to the Transport and Environment Committee on the issue of installing bus shelters in Gore Park following the installation of the Gore Park fountain.

11. OTHER BUSINESS

Ms. Noé Johnson informed the Committee that the O.M.B. hearing respecting the Land Use of Harbour Lands had been adjourned and was scheduled to reconvene in 1996 November.

12. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1995 June 17th

/mjw

1(B)(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 June 18
File No. TEC-115-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: South side of Linden Street between Cavell Avenue and Lincoln Street - Parking Regulations

RECOMMENDATION:

That the existing "No Parking" regulation on the south side of Linden Street between Cavell Avenue and Lincoln Street be revised to allow unrestricted parking on the south side from a point 58 feet west of Lincoln Street to a point 41 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mrs. Drage, Drage Auto Repair, 30 Linden Street, that parking be permitted on the south side of Linden.

Linden has a 24 foot pavement width, and presently, there is a "No Parking" regulation on both sides of the street from Cavell to Lincoln. The north side of the street is adjacent to C.P. Railway and the south side of the street is occupied by two businesses. Staff has contacted a representative from the other abutting business, Mr. Miller, Griffin Printing Ltd., 18 Linden Street, and has been advised that he opposes the removal of the "No Parking" signs in front of

his business. Therefore, it would be appropriate to allow parking in front of No. 30 Linden Street only. The removal of the "No Parking" regulation in front of No. 30 Linden Street will restore two on-street parking spaces to the south side of Linden Street and still maintain a 58 foot corner clearance at Lincoln. Therefore, staff does not object to the removal of the "No Parking" regulation in this area only.

SH/CVB/MBH/kg

K
MONS AVE
LINDEN ST
JJ/S-746
GORDON ST
LINCOLN ST
H
BARTON STREET EAST
JJ/S-746
BARTON
H/S 757
AVONDALE
CAVELL
NORTH
BELVIEW AVE
GLENDALE AVE
ROSSLYN AVE
BEECHWOOD AVE
D
PRIMROSE AVE
BECK ST
BELMONT
KENSINGTON
CAMPBELL AVE
MAYFLOWER AVE
AVENUE
CANNON STREET EAST
H/S 834
GAGE
HIGHLAND AVE
FAIRVIEW
EAST BEMO
ROXBOROUGH AVE
MORRIS AVE
KING
SOUTH

1(B)(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 June 18
File No. TEC-113-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: North side of Young Street, west of West Avenue South - Parking Regulations

RECOMMENDATION:

That the existing "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the north side of Young Street commencing at a point 39 feet west of West Avenue South and extending to a point 20 feet westerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

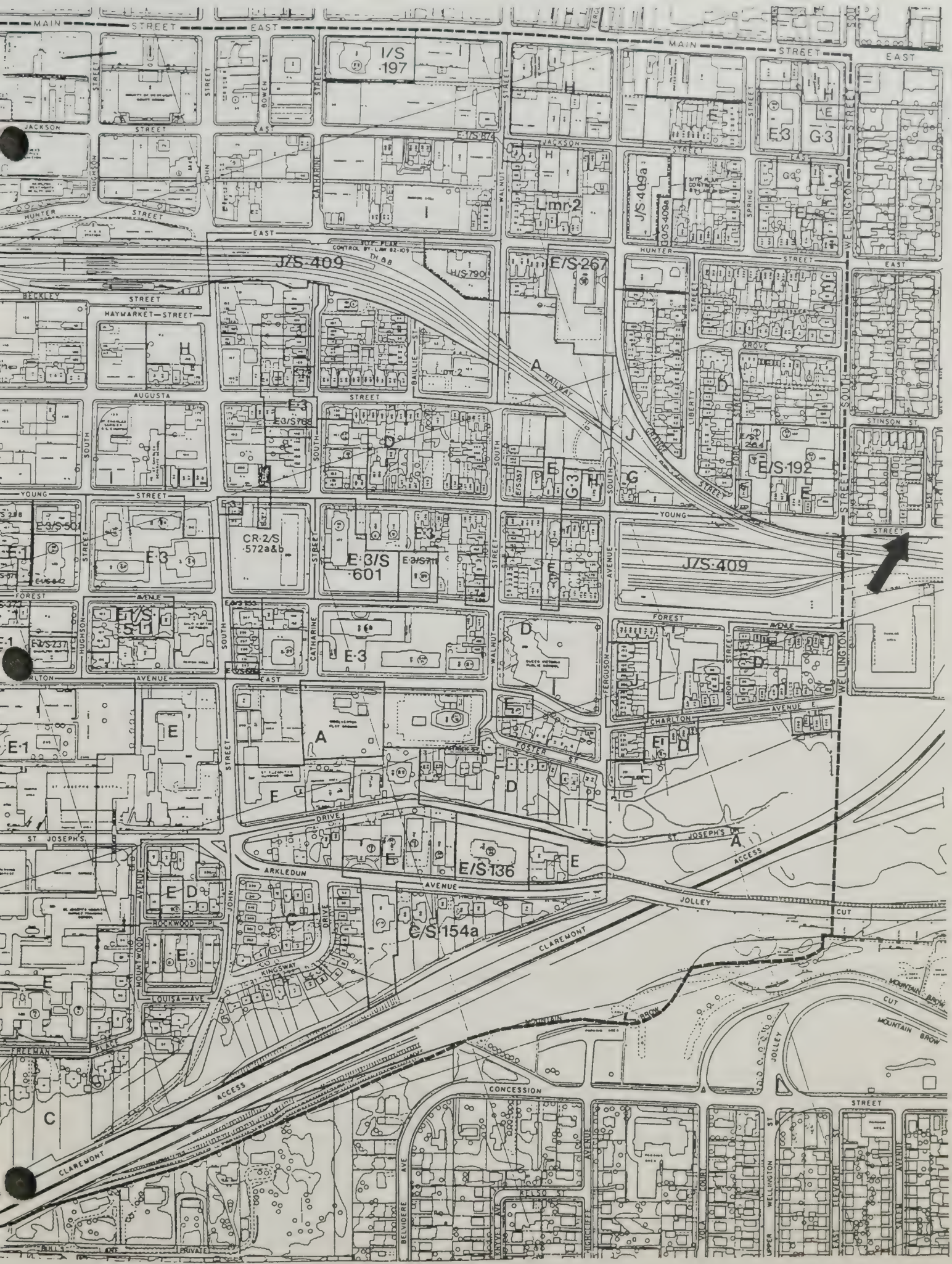
Sufficient funds are available in the 1996 operating budget to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from Mr. Mike Morden, Manager of the apartment building at 247 Young Street, that the existing "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the north side of Young, immediately west of West, be removed to provide an additional on-street parking space.

Young has a 25 foot pavement width, and presently, there is unrestricted parking on the north side of the street in this area except for a 20 foot section of "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation directly in front of 247 Young Street. The subject regulation was implemented in 1988 to provide a loading area for a business within the building. Mr. Morden has advised that the business has moved out of the building and that the loading space is no longer required. Therefore, it would be appropriate to remove the "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation and restore one unrestricted parking space to the north side of the street.

SH/CVB/MBH/kg


MAIN STREET EAST
I/S 197
JACKSON STREET
HUNTER STREET
BECKLEY STREET
HAYMARKET STREET
AUGUSTA STREET
YOUNG STREET
FOREST AVENUE
CHARLTON AVENUE
ST JOSEPH'S DRIVE
ARKLEDUN AVENUE
ROCKWOOD AVENUE
MOUNT WOOD PLACE
FREEMAN PLACE
LOUISA AVE
KINGSWAY DRIVE
CLAREMONT ACCESS
CONCESSION STREET
JOLLEY CUT
MOUNTAIN BROW
FOSTER ST
GROVE ST
STINSON ST
SOUTH WELLINGTON STREET
BOWEN ST
JOHN STREET
HUGHSON STREET
CATHARINE STREET
WALNUT STREET
BALLIE ST
FERGUSON AVENUE
AURORA STREET
LIBERTY STREET
SPRING STREET
BELVIDERE AVE
UPPER WELLINGTON ST
EAST 11TH ST
EAST 12TH ST
J/S-409
E/S-267
H/S-790
CR-2/S-572a&b
E-3/S-601
E/S-192
E/S-136
E/S-154a
Lmr-2
J/S-409a
A RAILWAY
E-1
E-3
G-3
PRIVATE

1(B)(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 June 20
File No. TEC-117-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 17 1/2 Somerset Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the north side of Somerset Avenue commencing at a point 279 feet east of Sherman Avenue North and extending to a point 17 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Jean Grills, 17 1/2 Somerset Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mrs. Lois Kelly, 17 1/2 Somerset Avenue, that a reserved "Permit Parking" space be designated on the north side of Somerset Avenue in front of her home for use by her mother, Mrs. Jean Grills, who is disabled and is now living with her.

Somerset has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year round basis. However, Mrs. Kelly has advised that her mother requires the space on her side of the street only so as not to inconvenience other area residents. Loading and unloading may occur on her side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mrs. Grills possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on private property. Therefore, staff concurs with the request.

SH/CVB/MBH/kg


H-S794
H/S-579a
S-579
H/S-631
A/S-683a
D/S-1036
C/S-1038a
D/S-741
E/S-348
DE-2
BARTON STREET EAST
EDWARD STREET
BEECHWOOD AVENUE
ROSEMONT AVENUE
SOMERSET STREET EAST
SENATOR AVENUE
KING STREET EAST
VINELAND AVENUE
DUNSMURE ROAD
SHERMAN AVENUE SOUTH
BARNESDALE AVENUE
GARFIELD AVENUE
FAIRHOLT ROAD N
LOTTRIDGE STREET
MELROSE AVENUE
CANNON STREET
BALSAM AVENUE
PROSPECT ST
LEINSTER AVE
CONNAUGHT AVENUE
SPADINA
CARRICK
SOLIDARNOSC PLACE
ANN ST
OLGA ST
RUTH
CASE

1(B)(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 June 21
File No. TEC-118-96 / Author: G. Kirchknopf

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Neighbourhood Watch Program for the Fessenden Neighbourhood

RECOMMENDATION:

a) That the Fessenden Neighbourhood be designated as a Neighbourhood Watch Area; and

b) That Neighbourhood Watch signs for the Fessenden Neighbourhood be erected and maintained by the Department of Public Works and Traffic, as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department; and

c) That the necessary funds be charged to account No. CH-55301-75030 (Neighbourhood Watch Program).

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The estimated cost for the signs is $800. and funds are available for this purpose in the Neighbourhood Watch Program account. The balance remaining in the Neighbourhood Watch Program account would then be approximately $3040.

BACKGROUND:

The Regional Police Department has confirmed that the Fessenden Neighbourhood has an active Neighbourhood Watch Program, and has requested that the neighbourhood be signed accordingly. Sufficient funds are available for the erection of Neighbourhood Watch signs in this neighbourhood. Therefore, staff concurs with this request.

GK/kg


MOUNTVIEW
OCTOBER 1984
FESSENDEN
OCTOBER 1984
GURNETT
OCTOBER 1984
OCTOBER
1984
WESTCLIFFE EAST
JUNE 1986
GILBERT
OAKSON
MAY 1985
ELENA CT.
WELLIDA
CRES RD.
SUSAN DR
MONTEAGLE
NAPOLI CT
NAPOLI DR
GUILDWOOD
GREENCEDAR
DRIVE
ATKINS
MILANO
FURNACE ST
LECLAIRE
LAVINA CRES
MAGNOLIA
HORNIDGE DR
LLOYD DR
LLOYDGATE AVE
SIR ALLAN MACNAB SECONDARY SCHOOL
RENOVEN
MENDOVER
DRIVE
ROAD
FLINTHILL
ROAD
MADELAND CT
MAPLEWOOD
REGINA MUNDI SCH
GILCHRIST ST
GILMOUR ST
GILLIAN
COLLINS ST
COLLINGWOOD
CEDARLAWN CT
GURNETT DR
VESPARI
MEGNA CT
NOVOCO DR
STONESTO CT.
PLACE TRAIL
RD
GLENAYR ST.
GLENHAVEN DR
GREENSHIRE DR
ARGON CT.
GLEN ARMS ST
LANTANA
STANTON CRES
GRETNA CT.
ST. CATHERINE SCH.
R.A. HUDELL SCHOOL
GEMINI
CRAMBROOK DRIVE
GREYFRIAR DR.
ELSA CT.
GARTH
GOLDEN
ORCHARD
BRIGADOON
GRENOBLE RD
JERRICK CT
GONDOLA ST
HEATHERDALE DRIVE
PLUMA
DARLINGTON
CLIFTON
COLGATE
CLIFTON DOWNS ROAD
BONAVENTURE DR
MORGAN RD
CAMBRIDGE CT
CT VALERY
LIMERIDGE DRIVE
ESQUIRE
ASHTON
BRITTEN CLOSE
LEMONRIDGE
ELGAR AVE
LAVINA CRES
ATERMO DR
SAN REMO DR
RIALTO CT
MINSTREL
ASSOCIATION
SANATORIUM
ASTRA
BUCKINGHAM
WEST
PEMBROKE
PERADUSA
LOPPER
PURNELL DR
PURNELL SCHOOL
PURNELL RD
BRENTLEY
BRENTLEY PL
BUCKINGHAM DR
BUCKINGHAM AVE
PERLAKE AVE
PIPELINE

1(B)(ii)(6)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 June 20
File No. TEC-116-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 321 West 2nd Street - Request for a Wheelchair Loading Zone

RECOMMENDATION:

That a "Wheelchair Loading Zone, 24 hours a day, seven days a week" regulation be implemented on the east side of West 2nd Street commencing at a point 141 feet south of South Bend Road West and extending to a point 23 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Gwen Appleyard, 321 West 2nd Street, that a "Wheelchair Loading Zone, 24 hours a day, 7 days a week" regulation be implemented on the east side of West 2nd directly in front of her home since she and her husband are disabled and require the use of Darts vehicles.

West 2nd has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. The implementation of the requested regulation would result in the loss of one legal on-street parking space directly in front of Mrs. Appleyard's property. However, since virtually all residents in this area have available off-street parking and since parking is permitted on both sides of the street for the remainder of the block, staff does not anticipate any parking problems for area residents and concurs with the request.

SH/CVB/MBH/kg

WEST
WEMBLEY
ROAD
FOURTH
THIRD
SECOND
FIRST
STREET
H/S-830
H/S-1010
C
MCELROY
ROAD
WEST
AVENUE
H/S-1196
H/S-1197
SOUTH
BEND
RD. E
ALLENBY
G-3
H
RICHWILL
FIFTH
JAMES
G-1
E-2
MOHAWK
ATHENS
AMANDA
CALEDON
UPPER

1(B)(ii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 June 18
File No. TEC-114-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 155 Parkview Drive - Request for a Wheelchair Loading Zone

RECOMMENDATION:

That a "Wheelchair Loading Zone, 24 hours a day, seven days a week" regulation be implemented on the west side of Parkview Drive commencing at a point 59 feet north of Franklin Avenue and extending to a point 19 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

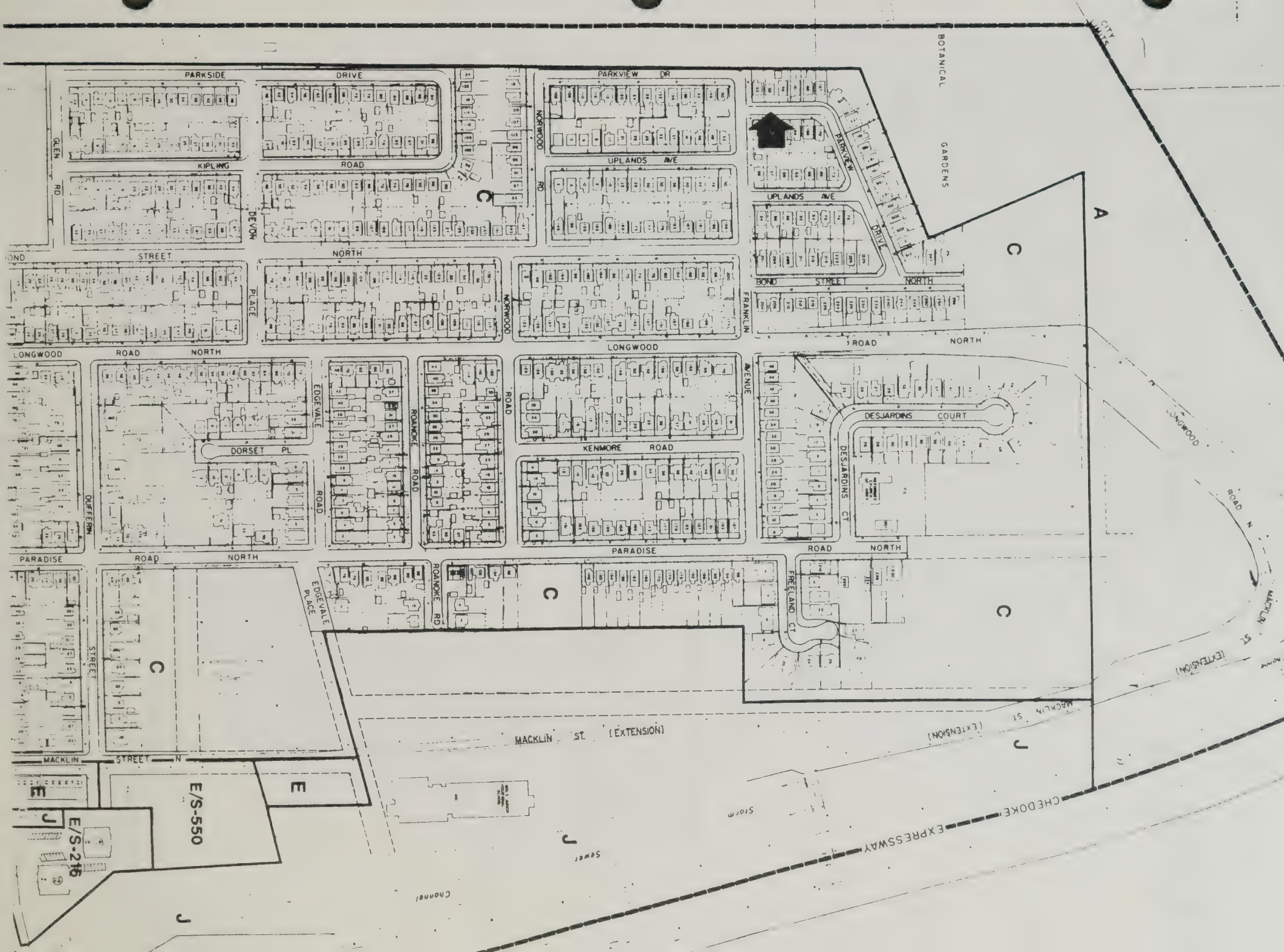
Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Mary Kiss has recently advised of a request from Mrs. Coham, 155 Parkview Drive, that a "Wheelchair Loading Zone, 24 hours a day, seven days a week" regulation be implemented on the west side of Parkview directly in front of her home to allow her to load/unload her disabled husband at the curb and to provide a loading space for ambulances.

Parkview has a 24 foot pavement width, and presently, there is a "No Parking" regulation on the east side and unrestricted parking on the west side of the street in this area. The subject property has a driveway, however, Mrs. Coham has advised that the driveway is narrow and that she finds it more convenient to load/unload her husband at the curb. The implementation of the requested regulation would result in the loss of one legal on-street parking space directly in front of Mrs. Coham's property. However, since virtually all residents in this area have available off-street parking, staff does not anticipate any parking problems for area residents and concurs with the request.

SH/CVB/MBH/kg


PARKSIDE DRIVE
KIPLING ROAD
GLEN RD
DEVON
PARKVIEW DR
UPLANDS AVE
NORWOOD RD
BOTANICAL GARDENS
PARKVIEW DRIVE
BOND STREET NORTH
PLACE
FRANKLIN ROAD NORTH
LONGWOOD ROAD NORTH
DORSET PL
EDGEVALE ROAD
ROANOKE ROAD
KENMORE ROAD
LONGWOOD AVENUE
DESJARDINS COURT
DESJARDINS CT
DUFFERIN
PARADISE ROAD NORTH
EDGEVALE PLACE
FREELAND CT
MACKLIN STREET N
MACKLIN ST (EXTENSION)
E/S-550
E/S-215
CHEDOKE EXPRESSWAY
SEWER
STORM
CHANNEL

1(B)(ii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 June 21
File No. TEC-119-96 / Author: G. Kirchknopf

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Neighbourhood Watch Program for the Riverdale West Neighbourhood

RECOMMENDATION:

a) That the Riverdale West Neighbourhood be designated as a Neighbourhood Watch Area; and

b) That Neighbourhood Watch signs for the Riverdale West Neighbourhood be erected and maintained by the Department of Public Works and Traffic, as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department; and

c) That the necessary funds be charged to account No. CH-55301-75030 (Neighbourhood Watch Program).

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The estimated cost of the signs is $1125. and funds are available for this purpose in the Neighbourhood Watch Program account. The balance remaining in the Neighbourhood Watch Program account would then be approximately $1910.

BACKGROUND:

The Regional Police Department has confirmed that the Riverdale West Neighbourhood has an active Neighbourhood Watch Program, and has requested that the neighbourhood be signed accordingly. Sufficient funds are available for the erection of Neighbourhood Watch signs in this neighbourhood. Therefore, staff concurs with this request.

GK/kg for M.M.


GREENFORD
KENTLEY
NASHDALE
RIVERDALE WEST
LAKELEY
RIVERDALE EAST
GRAYSIDE
CONCESSION
CENTENNIAL
EASTGATE SQ
EASTGATE CT
BANCROFT ST
NORTH
IRENE AVE
VALLEY DR
PELHAM CR
BLAKEMORE CR
RIVERDALE DRIVE
JEROME CRESCENT
BARLAKE AVE
HOLLYCREST PLACE
COVINGTON ST
GALBRAITH
STOREY CREEK
STRAWBERRY DR
BLUEBERRY DR
CRANBERRY CT
BOW VALLEY DRIVE
RIVERCREST
PRINS
SEABROOK
HIGHRIDGE AVE
PARKINGLOT
CANTERBURY AVE
EVERGREEN AVE
SCHOOL
GATESHEAD CR
DURHAM
CHESTER RD
CNR
LA FLEET
DARLINGTON
BRAMPTON
HAMILTON

1 (c)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 June 25
T103 23 (5) D. Gunn

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Division

SUBJECT: Temporary Road Closures for the Greater Hamilton Aquafest from Wednesday July 10, 1996 to Tuesday July 23, 1996
(R-96-33)

RECOMMENDATION:

That the application of The Regional Municipality of Hamilton-Wentworth, to temporarily close the following City streets from Friday July 12, 1996 at 4:00 p.m. to Sunday July 14, 1996 at 11:00 p.m. and from Saturday July 20, 1996 at 9:00 a.m. to Sunday July 21, 1996 at 11:00 p.m;

Bay Street North from Burlington to Guise
MacNab Street North from Burlington to Guise
James Street North from Burlington to Guise
Hughson Street North from Burlington to Guise
John Street North from Burlington to Guise
Catharine Street North from Burlington to Brock
Mary Street North from Burlington to Brock
Ferguson Avenue North from Burlington to Guise
Guise Street from Bay to Ferguson
Wood Street from Bay to Burlington
Brock Street from Mary to Hughson

be approved, subject to the following conditions;

Cont'd...

Cont'd...

i) That the prior approval of the Chief of Police or his designate be received, and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained;

ii) That the applicant provide a certificate of insurance for $5,000,000 public liability insurance; with the Corporation of the City of Hamilton is shown as an additional insured; and that the policy provides for cross-liability and severability.

iii) That the applicant agree, in writing, to hold the Corporation of the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

iv) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his/her designate;

v) That all barricading be supplied by and at the expense of the applicant;

vi) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic, on the affected roadways, if deemed necessary by the Commissioner of Transportation;

vii) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Commissioner of Transportation and at the expense of the event organizer;

viii) That no property owner or resident within the barricaded area be denied access to their property upon request;

xi) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation.

Ted Gill

E. M. Gill, P. Eng.

Cont'd...

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Regional Police Services will provide all necessary officers for traffic control each day at a total cost of $13,468. This amount will be drawn from the Regional account for special events. The Public Works and Traffic Services Department will provide "Temporary Road Closure" signs at a total cost of $1765. and will provide additional signage to assist the HSR at a cost of $450. These costs will be paid for the out of the Regional Special Events accounts.

BACKGROUND:

An application has been received from The Regional Municipality of Hamilton-Wentworth, to temporarily close the following City streets from Friday July 12, 1996 at 4:00 p.m. to Sunday July 14, 1996 at 11:00 p.m. and from Saturday July 20, 1996 at 9:00 a.m. to Sunday July 21, 1996 at 11:00 p.m;

Bay Street North from Burlington to Guise
MacNab Street North from Burlington to Guise
James Street North from Burlington to Guise
Hughson Street North from Burlington to Guise
John Street North from Burlington to Guise
Catharine Street North from Burlington to Brock
Mary Street North from Burlington to Brock
Ferguson Avenue North from Burlington to Guise
Guise Street from Bay to Ferguson
Wood Street from Bay to Burlington
Brock Street from Mary to Hughson

This is an annual event in the City attracting thousands of people to the waterfront area. The event will provide a multitude of attractions including speed boat races, a midway, various craft tents, civil war re-creationists and antique cars.

Since this is an annual event in the City and all conditions are being addressed, this Department was in favour of the event.

dg:

CITY OF HAMILTON

-RECOMMENDATION-

1(c)(ii)

DATE: 1996 June 17
S701-75, M.P. Sabelli, C.E.T.
S718-82 P. Strong
S718-79

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: J.D. Thoms
Commissioner
Regional Environment Department

SUBJECT: 1996 Servicing Expenditures Related to Subdivisions (R-96-34)

RECOMMENDATION:

a i) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in;

"ALLISON ESTATES - PHASE 1, STAGE 2", Hamilton

City's Share $ -NIL- Owner's Share - $ 75,122.77

" RYMAL SQUARE ESTATES - PHASE 6 ", Hamilton

City's Share $ -NIL- Owner's Share $216,669.91

be approved;

ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owners of "Allison Estates - Phase 1, Stage 2" and Rymal Square Estates - Phase 6", Hamilton as well as and any other related documents for this Subdivision subject to the approval of the City Solicitor.

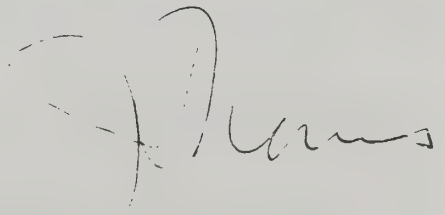
iii) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered.

Cont'd....

Cont'd....

iv) In the event that the owner wishes to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered he should be allowed to do so at their own risk provided that he enter into a standard agreement with the City of Hamilton for pre-servicing.

b) i) That the City's share of services in "Rymal Square Estates - Phase 4", previously approved in the amount of $35,989.72, be increased to a total of $143,006.15 and that the additional amount of $107,016.43 be financed from Account Centre No. 00107 -Reserve for Services Through Unsubdivided Lands.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are no financial costs to the City associated with the development of Allison Estates Phase 1 Stage 2 or Rymal Square Estates - Phase 6.

" RYMAL SQUARE ESTATES - PHASE 4 "

The net amount to be financed from all 1996 projects related to subdivision expenditure, including this recommendation is $145,715.07. The 1996 Capital Budget includes a provision of $1,000,000.00 for the City's share of subdivision expenditures in 1996.

BACKGROUND:

"ALLISON ESTATES - PHASE 1, STAGE 2", Hamilton

On 1996 May 14, City Council in adopting Section 2 of the Eighth Report of the Planning and Development Committee, approved the proposed draft plan for "Allison Estates - Phase 1 Stage 2" subdivision under the condition that the Owner (200 Rymal Road Inc.) enter into a subdivision agreement with the City of Hamilton. "Allison Estates - Phase 1, Stage 2" is a redevelopment of and existing block in "Allison Estates - Phase 1".
Cont'd....

Cont'd....

The development of "Allison Estates - Phase 1, Stage 2" will result in the creation of twenty-one (21) single family residential lots including a new local street.

An estimate of costs has been prepared in accordance with current City of Hamilton cost sharing policies and it has been determined that there will be no City share for this development. Under this phase of development, the Owner is required to install catch basins and connections, sidewalks and curbs, seeding and planting of trees and the construction of the new local street.

The lands of "Allison Estates - Phase 1, Stage 2" are located on the south/west corner of Rymal Road East and west of Upper Wellington Street in the Allison Planning Neighbourhood.

" RYMAL SQUARE ESTATES - PHASE 6 ", HAMILTON

On January 30, 1990, City Council approved a recommendation to enter into a subdivision agreement between the City and the Owner of Rymal Square Estates, (Rymal Square Developments Inc.).

The development of Phase 6 will result in the creation of 27 single family residential lots.

The lands of Phase 6 are located in the Butler Neighbourhood south of Stone Church Road East, between Upper Sherman Avenue and Upper Wentworth Street. (see attached plan)

" RYMAL SQUARE ESTATES - PHASE 4 "

In 1991 the City approved an amount of $107,016.43 for the City's share of the costs of services for the construction of a City Street from Rymal road north to the north limit of a commercial block in the Butler Neighbourhood. The development of the commercial block did not proceed in 1991 or 1992. The City then closed the account for this development since it was uncertain as to when development would take place.

In 1993 the owner of the commercial block proceeded with the registration of Rymal square Estates - Phase 4 and under the final plan of subdivision for Rymal Square Estates - Phase 4 the owner dedicated sufficient lands for the establishment of a City Street from the south limit of Phase 4 to Rymal Road as indicated on the approved neighbourhood plan.

The City share approved under Phase 4 did not include sufficient funds to build the road at that time since it was uncertain when the road would be required be built. Under the City subdivision agreement the City is holding sufficient securities, from the owner, for the construction of "Acadia Drive" from Rymal Road to Acadia Drive. (See plan)

Cont'd....

1996 June 17

1996 Servicing Expenditures Related to Subdivisions (R-96-34)

Cont'd....

The City share approved under Phase 4 did not include sufficient funds to build the road at that time since it was uncertain when the road would be required be built. Under the City subdivision agreement the City is holding sufficient securities, from the owner, for the construction of "Acadia Drive" from Rymal Road to Acadia Drive. (See plan)

The owner has now made application under site plan for the development of the commercial block and is required to build the road with full municipal services at this time.

The City had previously approved the City's share for the services required to construct the road, we now recommend that the City's share of $107,016.43 be approved at this time for a total amount of $143,006.15 for this subdivision. A portion of the City servicing costs are attributed to extra width and extra depth asphalt for the road construction and are non-recoverable. Under the current City policy the City cost shares for the construction of City street when the developer does not own property adjacent to their development such as in this case. Under normal circumstances these City's share is recoverable however, the adjacent land owner is Ontario Hydro and the street is adjacent to the north south Hydro corridor. These lands are not expected to be developed at any point in the future.

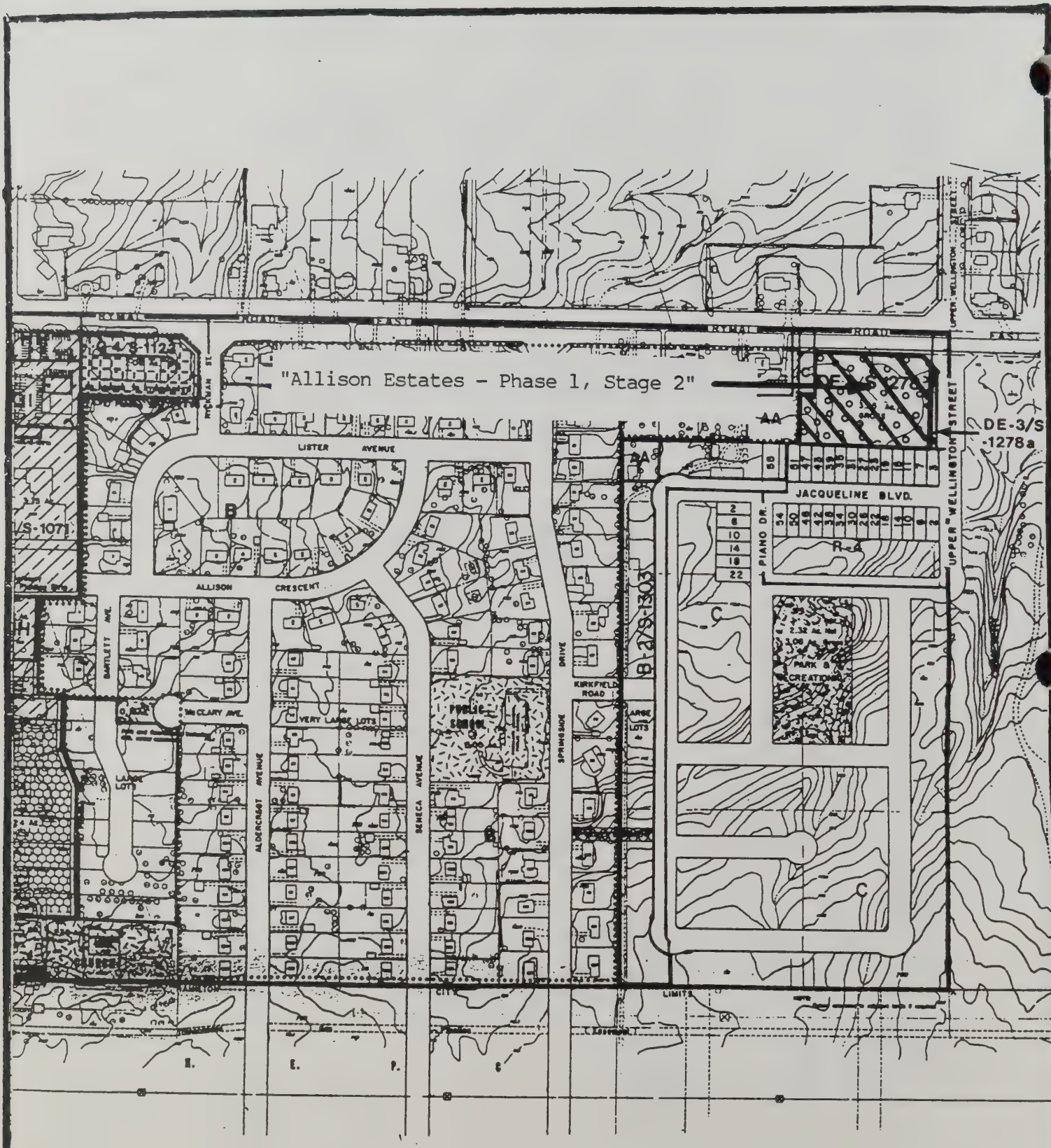
MPS/PS
cc: A. C. Ross, City Treasury Department, Att: N. Adhya
cc: Councillor D. Ross, Chairman, Finance and Administration Committee
cc: S. Reeder, Secretary, Finance and Administration Committee

T&E/Disc/PS

1996 SUBDIVISION EXPENDITURE SUMMARY

Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES: 0.3 METRE RESERVE COSTS	CITY'S SHARE OF EXPENDITURES: NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
ALLISON ESTATES PHASE 1 STAGE 2 200 RYMAL ROAD INC. URBEX ENG. MACKAY, MACKAY & PETERS FILE NO. S701-75 M.P. SABELLI, C.E.T.	21 LOTS HAMILTON	COUNCIL MAY 14, 1996 P&D 8-96 SECTION 2	Catch Basins & Connections Curbs & Sidewalks Finished Roads Sewers & Watermains Seeding/Sodding Street Lighting Dead End Barricades Fencing	$0.00 $0.00 $0.00 $0.00 $0.00 $0.00 $0.00 $0.00	$0.00 $0.00 $0.00 $0.00 $0.00 $0.00 $0.00 $0.00	$0.00	$75,122.77	$75,122.77
RYMAL SQUARE ESTATES PHASE 4 RYNAL SQUARE DEVELOPMENT INC FILE NO S718-79 P. STRONG	REGISTERED PLAN 62M-743	COMM. OF PLANNING 90-05-09 & AMENDED 91-11-13 & 92-01-28	Catch Basins & Connections Curbs & Sidewalks Finished Roads Sewers & Watermains Seeding/Sodding Street Lighting Deadend barricade	$7,195.70 $14,510.21 $33,498.57 $0.00 $2,576.00 $1,500.00 $0.00	$2,828.50 $0.00 $44,407.45 $0.00 $0.00 $0.00 $500.00	$107,016.43	$0.00	$107,016.43
RYMAL SQUARE ESTATES PHAS 6 RYMAL SQUARE DEVELOPMENT INC. FILE NO. S718-82 P. STRONG	27 LOTS HAMILTON	COMM. OF PLANNING 90-05-09 & AMENDED 91-11-13 & 92-01-28	Catch Basins & Connections Curbs & Sidewalks Finished Roads Sewers & Watermains Seeding/Sodding Street Lighting Fencing	$0.00 $0.00 $0.00 $0.00 $0.00 $0.00 $0.00	$0.00 $0.00 $0.00 $0.00 $0.00 $0.00 $0.00	$0.00	$216,669.91	$216,669.91
TOTALS:				$59,280.48	$47,735.95	$107,016.43	$291,792.68	$398,809.11

* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable

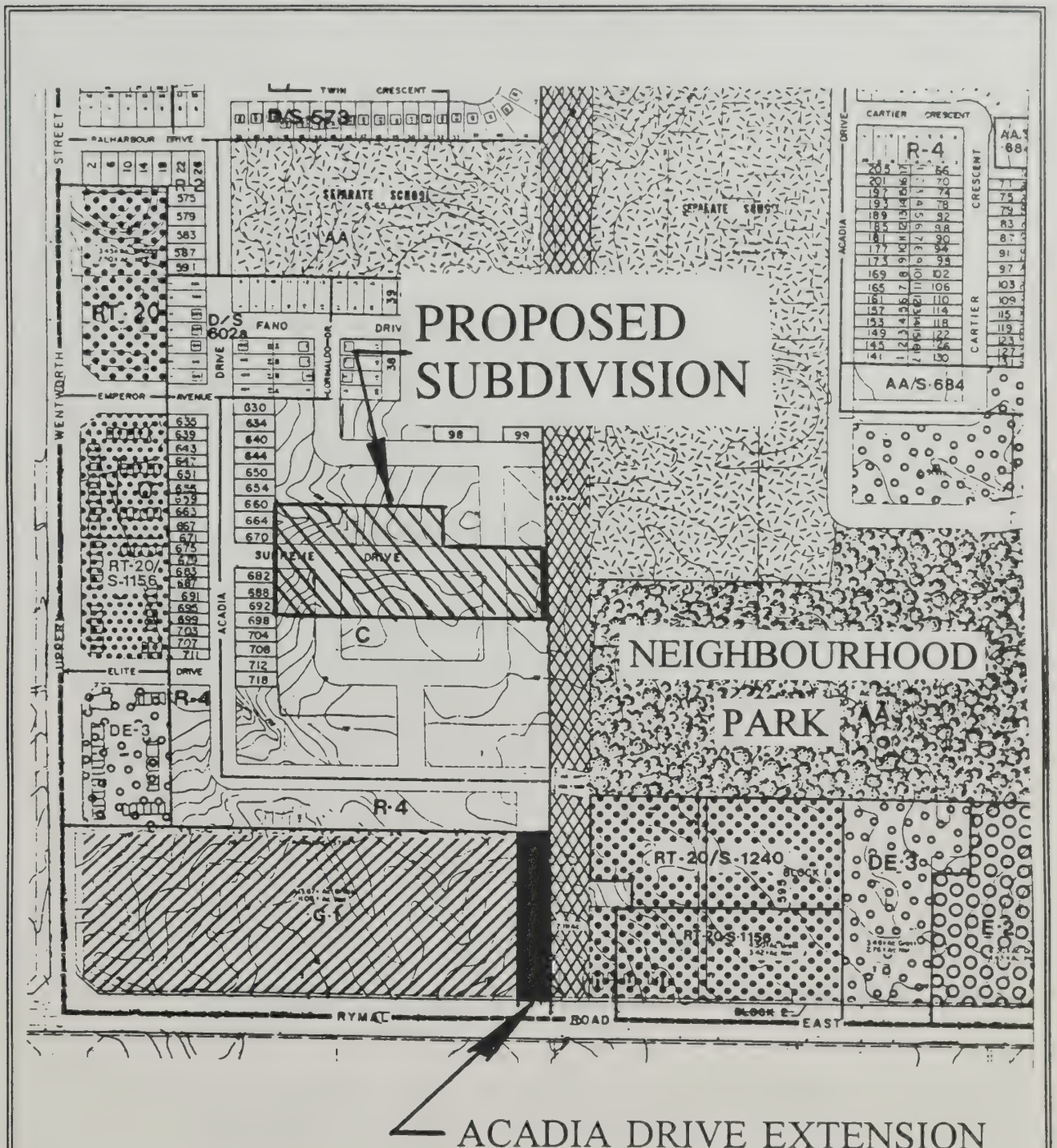


KEY PLAN

NTS

NORTH

APPROVED PLAN



LOCATION PLAN

"RYMAL SQUARE ESTATES - PHASE 6",

SUBLIST/DISC

1(c)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 June 21
T103-23 (5) D. Gunn.

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Hess Village Performing Arts Festival (R-96-37)

RECOMMENDATION:

a) That the application of the Hess Village Merchants Association to temporarily close Hess Street between George Street and King Street from 9:30 a.m. on Thursday July 11, 1996 until 12:00 noon Monday July 22, 1996, to hold the Hess Village Performing Arts Festival, be approved, subject to the following conditions:

i) That the prior approval of the Chief of Police or his/her designate be received, and that such permits or authorizations as may be required by the Chief of Police or his/her designate be obtained;

ii) That the applicant provide a certificate of insurance for $5,000,000 public liability insurance, with the Corporation of the City of Hamilton shown as an additional insured, and with the policy providing for cross-liability and severability.

iii) That the applicant agree, in writing, to hold the Corporation of the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

iv) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate;

v) That all barricading be supplied by and at the expense of the applicant;

Cont'd...

Cont'd...

vi) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic, on the affected roadways, if deemed necessary by the Commisioner of Transportation;

vii) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Commissioner of Transportation and at the expense of the event organizer;

viii) That no property owner or resident within the barricaded area be denied access to their property upon request;

ix) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation.

b) That the Liquor Licence Board of Ontario be advised that the City of Hamilton has no objection to the issuance of a temporary extension of liquor licence for The Gown and Gavel, 24 Hess Street South from Friday, 1996 July 12th to Sunday, 1996 July 21st in conjunction with the Hess Village Performing Arts Festival.

Ted Gill

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Regional Police Services will incur costs of $5,620 for traffic control. This amount will be drawn from account no. 57713-194300 for special events.

Cont'd...

BACKGROUND:

An application has been received from the Hess Village Merchants Association to close Hess Street between George Street and King Street from 9:30 a.m. on Thursday July 11, 1996 until 12:00 noon Monday July 22, 1996 Hess Village Performing Arts Festival. The entertainment will take place from 2:00 p.m. to 11:00 p.m. on the weekends and from 6:00 p.m. to 11:00 p.m. on weekdays. A closure will be required on Monday July 22, 1995 until 12:00 noon to disassemble the stage area.

The event features a stage and one beer tent on the road allowance on Hess Street, south of King Street and north of George Street, which will allow the Police to direct local access traffic along George Street easterly.

Appropriate signage will be provided at Main Street West and Hess Street indicating Local Access only since Hess Street will be closed at George Street.

Regional Police Services will require 1 officer for traffic control at a cost of $5,620. This amount will be drawn from the Region's Special Events Account.The Department of Public Works and Traffic will provide three "Temporary Road Closure" signs at a cost of $450 which will be billed to the applicant.

As the beer tents will remain open after the entertainment is finished, officers will be required to patrol within the closure area until 2:00 a.m., all costs for these services will be paid by the applicant. There may also be costs submitted from the Department of Public Works and Traffic for barricading and clean up as well as cost associated with having a Noise Control Officer in attendance. All of these costs will be paid by the applicant as per standard policy.

The applicant has provided a petition from the residents and businesses abutting the closure area which indicated their support of the event. The area residents have been notified of the event through flyers and local advertising. A similar event, the Hess Village Jazz Festival, has occurred in previous years.

As Regional Police Services will provide appropriate traffic and crowd control, this Department has no objection to the event.

dg:

1(c)(iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: June 21, 1996
T103-51 D. Gunn

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Division

SUBJECT: Encroachment Agreements (R-96-36)

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council, provided:

a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement.

c) That the first year fees and subsequent annual fees outlined in Schedule "A" be set for the encroachments.

Ted Gill
E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

Cont'd...

Encroachment Agreements

Cont'd...

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

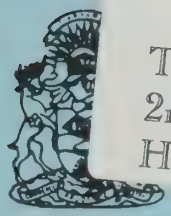
DFE:

cc: A. Ross, City Treasurer

SCHEDULE 'A' Council Date: 1996 June 25

Location	Municipal Address	Owner	Type of Encroachment	First Year / Annual Fee	File Number
Guelph Street and Mahony Avenue	358 Guelph Street	Michael Dewyk	Existing steps measuring approximately 3.500m wide encroaching approximately 6.4cm onto Guelph Street	$138.00 / $20.00	T103 - 50 (1247)
Ray Street South	125 Ray Street South	Nancy Jane Young	Existing steps measuring approximately 1.219m wide encroaching approximately .893m onto Guelph Street	$138.00 / $20.00	T103 - 50 (1248)
Barclay Street at Newton Avenue and Paisley Avenue	57 Barclay Avenue	Ron Lariviere	Existing steps measuring approximately 1.295m wide encroaching approximately 0.463m onto Barclay Street	$138.00 / $20.00	T103 - 50 (1250)
Macauley Street East at Wellington Street North	236 Macauley Street East	David Christopher Desnoyers	Existing verandah and steps. The verandah measures approximately 6.858m encroaching approximately 0.436m onto Macauley Street. The steps measure approximately 1.219m wide encroaching approximately 1.828m.	$138.00 / $20.00	T103 - 50 (1249)
Martimas Avenue at Beach Road	450 Beach Road	Ljubo Roanich	Existing building encroaches 1.036m at the northerly end and 1.158m at the southerly end of the east side of the building onto Martimas Avenue.	$138.00 / $20.00	T103 - 50 (1238)
ST. Clair Avenue at King Street East	904 King Street East	1112824 Ontario Ltd.	Existing building encroaching approximately 0.213m onto St. Clair Avenue and is 6.465m from King Street East	$138.00 / $20.00	T103 - 50 (1246)
Grosvenor Avenue North	294 Grosvenor Avenue North	Ronald Eldon Spencer	Existing steps measuring approximately 1.600m wide encroaching approximately 0.655m onto Grosvenor Avenue North.	$138.00 / $20.00	T103 - 50 (1245)

URBAN\MUNICIPAL
CA4 ON HBL A05
C5176
1996



The Urban Municipal Collection
2nd Floor
Hamilton Public Library

URBAN MUNICIPAL
AUG 16 1996
GOVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1996 August 19
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS:** (9:30 o'clock a.m.)

   (a) Proposed Alteration of John Street North

   (b) 1504 and 1512 Upper Gage Ave.
   Recovery of Servicing Costs
   Alderman T. Anderson

   (c) Intersection of Jackson Street West and Pearl Street - Intersection Control
   Mr. A. Aylward, 287 Jackson Street West
   Mr. D. Cuming, 309 Jackson Street West

2. **CONSENT AGENDA**

3. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

(i) PUBLIC WORKS DIVISION

(a) Leaf and Yard Waste Collection

(b) Sewer Street Tree Program

(ii) TRAFFIC DIVISION

(a) Temporary Assignments of School Crossing Guards to Pedestrian Priority Signals

(b) Parking Enforcement During Major Special Events

(c) Roof Repairs - Traffic Operations Centre

(d) Country Club Drive between Greenhill Avenue and Capilano Drive - Parking Regulations

(iii) CITY ENGINEER

(a) 1996 Transit Shelter Program

(b) 607 Queen Victoria Drive

(c) Proposed Bench Advertising Agreement

4. **OTHER BUSINESS**

Correspondence - Region of Hamilton Wentworth
Annual Planting and Maintenance of Flowers

5. **ADJOURNMENT**

Transport and Environment Committee

Outstanding Items

No.	Items	Original Date	Action	Status
1.	Easement Agreement Eaglewood Drive/Eleanor Neighbourhood	1995 February 6	Director of Property	Report Back
2.	Letter from the Hand Association of Sewer, Watermain and Road Contractors	1996 April 1	Commissioner of Public Works & Traffic	Report Back
3.	Transfer of responsibilities from the Region to the City respecting services provided to the City through the Transport and Environment Committee	1996 April 1	Commissioner of Public Works & Traffic	Report Back
4.	Road Access - No. 79 Rymal Road West - Mr. Walter Vucetich	1996 June 17	Roads Department Staff	Report Back
5.	Just Desserts - No. 1400 Upper James Street - Outdoor Patio	1996 June 17	Roads Department Staff	Report Back
6.	Installation of Bus Shelters in Gore Park following the installation of the Gore Park fountain	1996 June 17	Commissioner of Traffic and Environmental Services	Report Back

Kevin C. Christenson, Secretary
1996 August 19

1 (a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 July 5

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: Proposed Alteration of John Street North

RECOMMENDATION:

That City Council enact the attached By-law to authorize the alteration of John Street North between a point approximately 50m north of Burlington Street and approximately 13m northerly by narrowing the roadway from the existing 8.6m width varying from 6.2m to 8.6m.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The alteration of John Street North was approved by City Council on June 25, 1996, in adopting Item 29 of the 9th Report of the Transport and Environment Committee. The proposed closure has been advertised for four consecutive weeks in The Spectator as required by Section 300 of the Municipal Act.

RPM/jd
Attach.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 96-

TO ALTER JOHN STREET NORTH BY NARROWING THE ROADWAY

WHEREAS the Council of the Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act. Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close or sell any highway or part of a highway;

AND WHEREAS the portion of highway known as John Street North is a local road under the jurisdiction of The Corporation of the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 29 of the 9th Report of the Transport and Environment Committee on June 25, 1996, authorized that steps be taken in accordance with the Municipal Act to advertise Notice of the City's intention to alter John Street North as hereinafter described;

AND WHEREAS Notice of the City's intention to pass this By-law to authorize the said alteration has been published as required by Section 300 of the Municipal Act for four (4) consecutive weeks in The Spectator, a newspaper having general circulation of the City of Hamilton:

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard no matter whether in objection to or in support of this By-law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

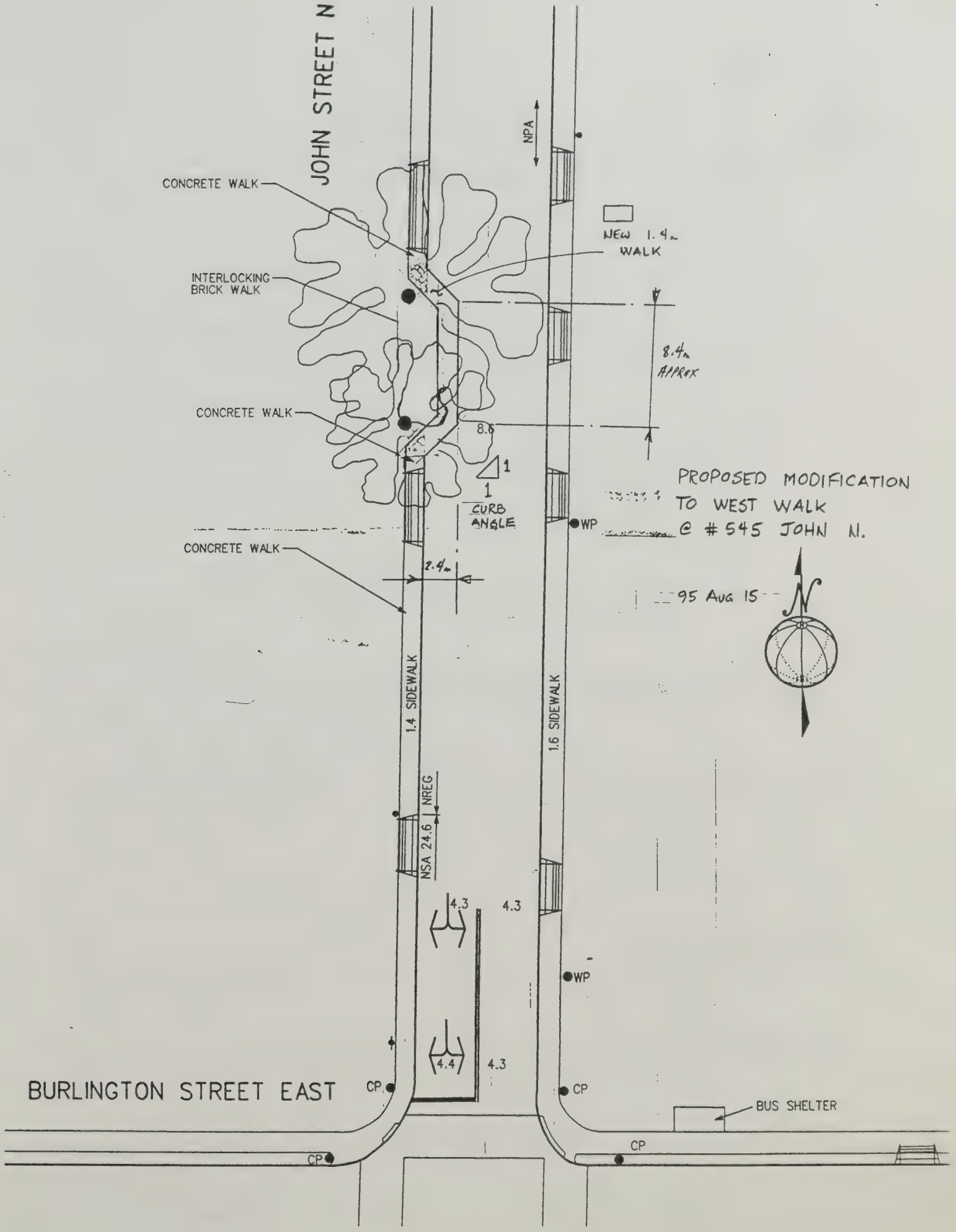
1. That the alterations be approved and carried out to a portion of John Street North for the purpose of narrowing the roadway from 8.6 m between a point approximately 50 m north of the north curb line of Burlington Street to approximately 13 m northerly, as illustrated in Schedule "A" attached hereto.

2. That the Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the said works.

PASSED this day of , 1996.

CITY CLERK MAYOR

(1996) 9 R.T.E.C. 29, June 25



SCHEDULE 'A'

SCALE
NOT TO SCALE

July 11, 1996

K. Christenson, Secretary
Transport and Environment Committee
City Clerks Department
71 Main Street West
Hamilton, Ontario
L8N 3T4

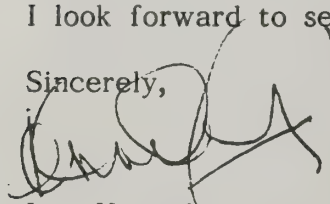
Re: Proposed Alteration of John Street North
in the Vicinity of 545 John Street North

I would like to express my support for your proposal to relocate the sidewalk at the above-noted location.

Furthermore, I would strongly protest any alternative measures which would include damage to or removal of the existing trees. The actual prejudicial effects to surrounding properties would be by their destruction.

I look forward to seeing these trees for many more years to come.

Sincerely,



Leo Kennaley
549 John Street North
Hamilton, Ontario
L8L 4R9

1 (b)

CITY OF HAMILTON

- INFORMATION -

DATE: 1996 August 14

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: J. G. Pavelka, P. Eng.
Chief Administrative Officer

D. W. Vyce
Director of Property

SUBJECT: **1504 and 1512 Upper Gage Street**
Recovery of Servicing Costs

BACKGROUND:

This report is being submitted at the request of Alderman Anderson to provide background information to the Committee when it considers the request by the owner of 1512 Upper Gage Street to reduce the 1' reserve recovery costs.

In 1975 the City purchased a 120' x 283' parcel of land from L. Stephan in trust for the amount of $60,000 to provide for a future mid-block collector road (Royalvista Drive). The road width requirement was 86 feet leaving a remaining 34' strip of surplus land in City ownership.

This strip and the abutting land at 1512 Upper Gage have been designated for commercial uses in the Eleanor Neighbourhood Plan and are zoned "L-c/s-401". This is effectively a holding district for future commercial development. Removal of the holding designation requires a comprehensive development of both the subject site and the City's surplus 34' strip to facilitate an orderly planned development on the entirety of the corner. Assembly of the entire corner will require the owner to repay the costs of services along Royalvista Drive.

The municipal cost recoveries that must be paid by the owner to lift the 1' reserve along Royalvista Drive to permit a comprehensive development of the site are set out as follows:

City of Hamilton Servicing Costs (Roads, curbs, sidewalks, catch basins and street lighting, etc.)	$25,020.00
Regional Servicing Costs (Storm, sanitary, water, etc.)	$72,682.71

Recovery of Land Costs (For the purchase of Royalvista Drive)	$44,690.00
Total cost recoveries to be paid	$142,392.71

For the information of the Committee, the privately owned land at 1512 Upper Gage is currently listed for sale through the Metropolitan Hamilton Real Estate Board at $229,000. It was purchased by the current owner in May 1994 for $105,000.

To facilitate the assembly and allow comprehensive development of the entire site it is proposed, subject to Council approval, that the surplus City lands be sold at the same per square foot rate as that obtained by the owner on the open market.

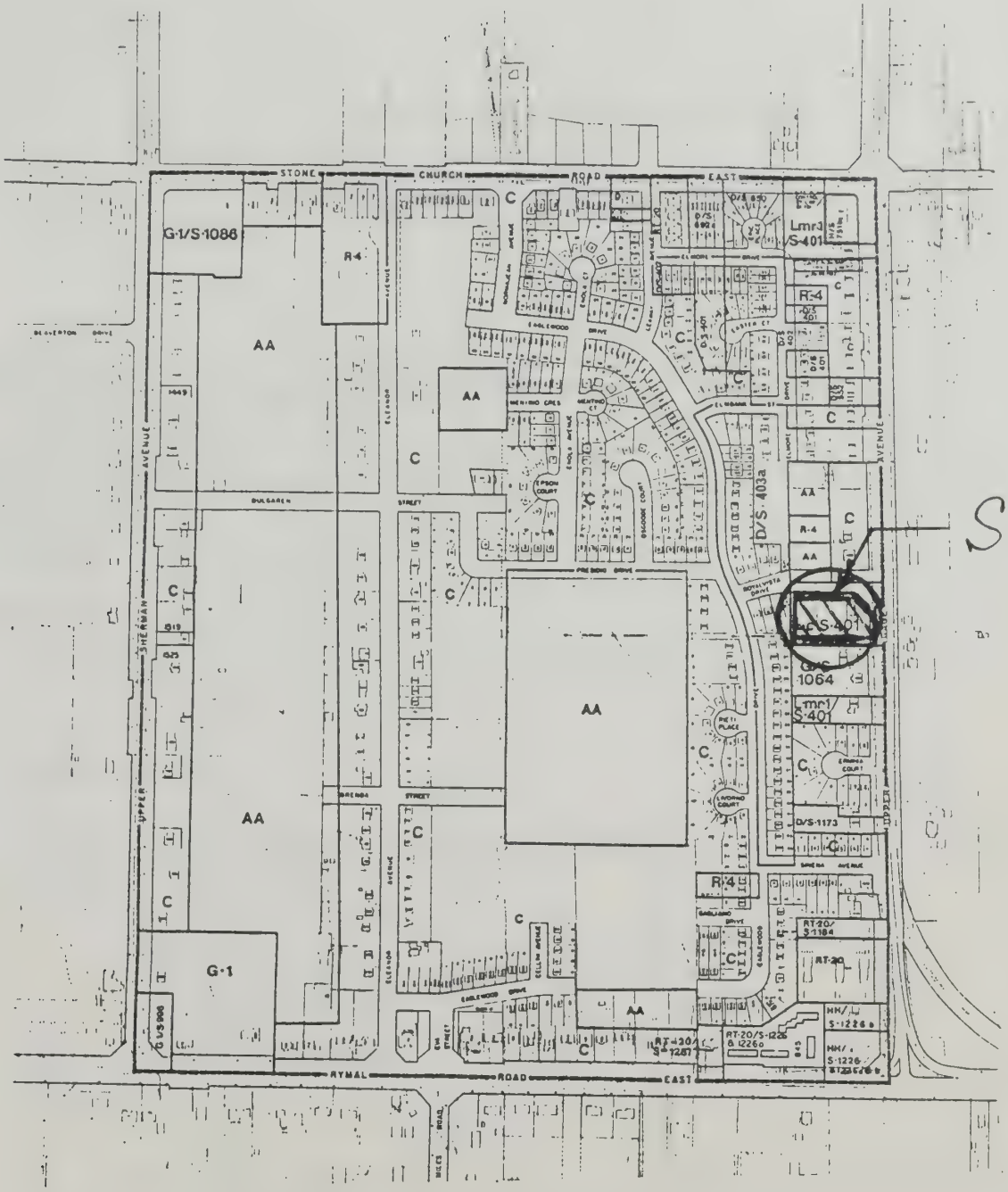
RAB/hew

c.c. Alderman Terry Anderson, Alderman, Ward 7, c/o Aldermen's Office

Allan C. Ross, Treasurer, Treasury Department

E. Chajka, Manager of Development, Roads Department

V.J. Abraham, M.C.I.P., Director, Local Planning Division
Planning and Development Department



118	112	110
19	43	129
23	15	14

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

ELEANOR

ZONING

Neighbourhood Boundary
Zoning Boundary

0 100m
SCALE 50m
NORTH

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton - Wentworth

PLANNING UNIT NO 7505

PAGE NO 43

1504 Upper Gage
(City Owned)

N. ½ Road Allowance

S. ½ Road Allowance

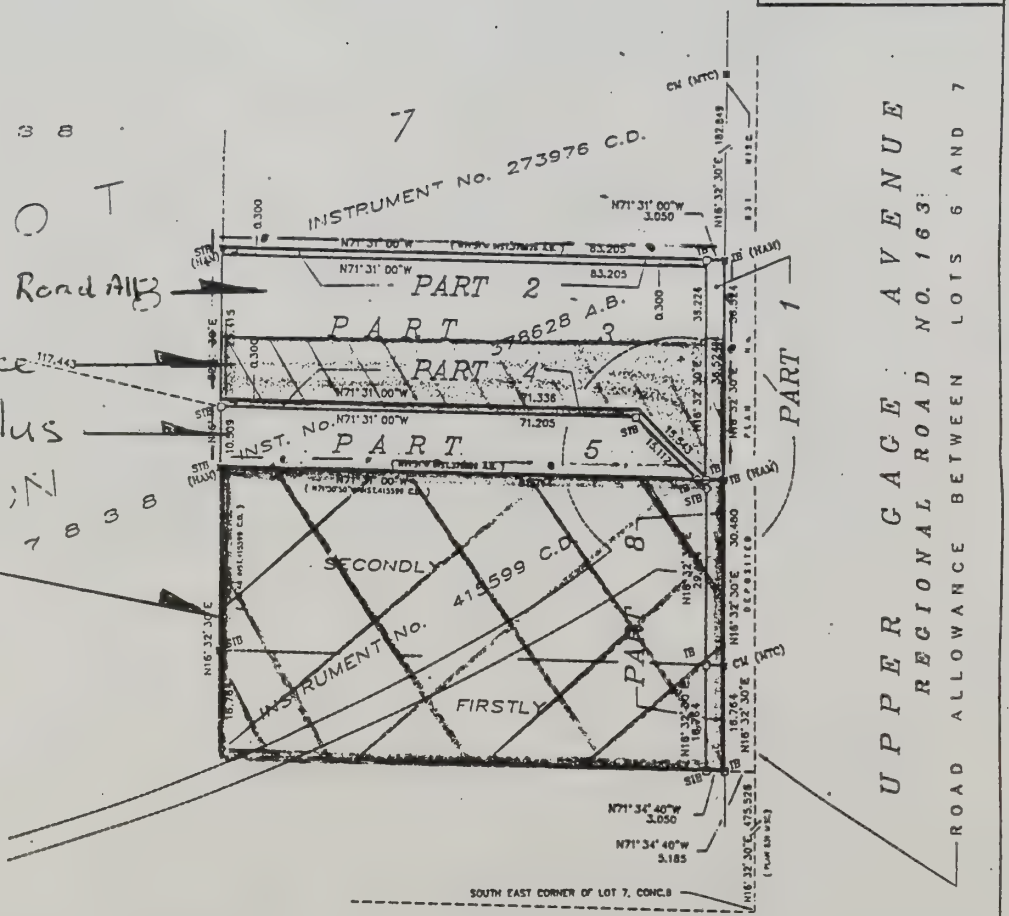
Surplus

1512 Upper Gage
(Privately Owned)

SCHEDULE				
PART	INSTRUMENT No.	LOT	CONCESSION	AREA
1				111.3m²
2				25.0m²
3	378628 A.B.	7	8	2183.3m²
4				26.0m²
5				803.1m²
6				0.6m²
7	415599 C.D.			0.6 m²
8				144.0m²
9	189542 A.B.	7 & 8		1985.2m²
10				3.0m²

PLAN 62R-9436
RECEIVED AND DEPOSITED
DATE 1988 03 21
D. Nicholls D.L.S.
LAND REGISTRAR FOR THE REGISTRY DIVISION OF WENTWORTH (62)

I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE REGISTRY ACT
DATE March 11, 1988
M. A. CHIDLEY
REGIONAL SURVEYOR



PARTS 1/3 - INCORPORATED INTO ROYALVISTA DRIVE - BY-LAW No 88-153 - PASSED SEPT 5/88 - INST No 671953 C.D.
PART 9 - INCORPORATED INTO PRESIDIO DRIVE - BY-LAW No 88-151 - PASSED SEPT 5/88 - INST No 671825 C.D.

RTIFICATE

RECT AND IN ACCORDANCE
REGISTRY ACT AND THIS

THIS 23 RD DAY OF

M. A. CHIDLEY O.L.S.

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
DEPARTMENT OF ENGINEERING

SURVEY BY D. Z.	FIELD BOOK BLK 22	FILE No. 3600-01	DATE 88-03-09
DRAWN BY AUTOCAD	REF. DWGS 62R-7838		CREATED BY K. LAU

APPROVED G. D. Spencer
COMMISSIONER OF ENGINEERING

REGIONAL SURVEYOR M. A. Chidley O.L.S.

PLAN No. RC-H- 282 SURVEYS

1 (c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 July 29
File No. TEC-140-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Jackson Street West and Pearl Street - Intersection Control

RECOMMENDATION:

That no action be taken on the request for all-way stop control at the intersection of Jackson Street West and Pearl Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at locations such as this results in increased motor vehicle operating costs in the order of $10,000 annually.

BACKGROUND:

Alderman Mary Kiss has advised of requests that all-way stop control be implemented at the intersection of Jackson Street West and Pearl Street, due to a recent vehicular collision involving a southbound motorist who failed to stop for the existing southbound stop sign. Alderman Marvin Caplan has also contacted the Traffic Division and advised of concerns regarding the operation of this intersection.

The subject intersection is a four-leg intersection of two one-way streets, and presently, southbound traffic on Pearl is required to stop for westbound traffic on Jackson. Records indicate that this intersection has experienced an average of 1.5 reported collisions per year over the past 7½ years. This is not an abnormal number of collisions for this type of intersection.

Alderman Kiss, on behalf of the community, has requested the following:

- implementing all-way stop control
- erecting a left-hand southbound stop sign
- replacing the existing southbound stop sign with a larger one
- installing delineators on the stop sign poles
- painting a southbound stop bar
- installing "Children Playing" signs on Jackson
- reducing the speed limit on Jackson between Queen and Locke to 20-25 km/h

1. Request for All-Way Stop Control

Staff has reviewed this request and has its usual concerns regarding the use of unwarranted all-way stop control, including the fact there is no collision problem at this intersection, stop signs have no effect on the speed or volume of traffic, but have extremely harmful environmental affects and unnecessary stop signs create disrespect for the device to the extent that the compliance with stop signs is deteriorating every year.

Further, westbound traffic on Jackson is presently required to stop one block east of the subject intersection at Ray and one block west of Pearl at Locke. Staff would consider an additional stop on this short section of street to be over-restrictive and unnecessary, and therefore, does not support the request for all-way stop control at the intersection of Jackson and Pearl.

2. Erecting a Left-Hand Southbound Stop Sign, Larger Stop Signs and Delineators

A review of the collision history at this intersection has revealed that 72 percent of the collisions at this intersection involved southbound motorists that failed to stop for the existing stop sign. Therefore, in an effort to improve the visibility of the stop sign, staff concur with the request for a left-hand stop sign. Staff also recommends that the size of the stop sign be increased from 24" to 30", and that delineators be installed on the existing stop sign poles. Staff has issued a work order to undertake these stop sign enhancements.

3. Painting a Southbound Stop Bar

Due to recent budget constraints, City Council has approved the painting of stop bars only at signalized intersections and supervised school crossing locations. Therefore, unless directed otherwise, staff will not be painting the southbound stop bar.

4. Install "Children Playing" Signs on Jackson

The Traffic Division has a policy of erecting "Playground" signs as opposed to "Children Playing" signs only in the vicinity of parks and playgrounds and there are no playgrounds in the immediate vicinity of the subject intersection. It is the motorists responsibility to be aware of the presence of children or any pedestrian at all times. Therefore, staff does not support the request for additional signing to warn motorists of the presence of children in this area.

5. Request to Reduce the Speed Limit on Jackson to 20 or 25 km/h

The speed limit on Jackson is 50 km/h which is the case on virtually all residential streets in the City of Hamilton. It is staff's opinion that this is a safe and reasonable speed for motorists to travel. The concern is always with motorists who are exceeding the legal limit (50 km/h), and reducing the speed limit will have no effect on the motorists who are already exceeding the speed limit. Speeding is a behavioral problem, and as such, can only be controlled by enforcement by the Regional Police.

For the above-noted reasons, staff does not support the request to lower the speed limit on Jackson.

CVB/MBH/klk


MAIN STREET
JACKSON STREET
CANADA STREET
HUNTER STREET
MELBOURNE STREET
CHATHAM STREET
CHARLTON AVENUE
HERKIMER STREET
STANLEY AVENUE
HOMEWOOD AVENUE
ABERDEEN AVENUE
DUKE STREET
PINE STREET
BOLD STREET
HILL STREET
SITE PLAN CONTROL BY-LAW 90-142
H/S-426
E-2/S-1269
E/S-181
G-1
A
D
H
E
K

CITY COUNCIL
HAMILTON, CANADA

Alderman Mary Kiss

71 MAIN STREET WEST L8N 3T4 • (905) 546-4528 • RES. (905) 525-5932 - WARD 1

18 July 1996

Memo to: Alderman H. Merling, Chairman & Members,
Transport & Environment Committee

From: Alderman Mary Kiss

RE: URGENT SAFETY MEASURES - JACKSON & PEARL

Reference is made to my urgent memo of July 15, 1996 requesting a special meeting to deal with additional safety measures at the corner of Jackson & Pearl Streets in my Ward.

I am requesting that if a special meeting cannot be arranged as requested, that this request be placed on the August 19th agenda of the Transport & Environment Committee meeting for immediate action and resolution.

A car drove through the stop signs, hit a van which over-turned on the sidewalk with 2 occupants in it. It was a miracle that no one was killed, including pedestrians with children on the street.

The community is requesting the following for the protection of the children and residents of their neighbourhood.

1. Installing a stop sign on the east side of Pearl.

2. Making the existing stop sign at Pearl larger.

3. Installation of signs on Jackson West.

4. Installation of multi-coloured banded skirts or aprons on each pole as we have at Locke and Charlton.

5. Marking in broad white lines a pedestrian crossing and the white stop line.

6. Installation of "children playing" signs on Jackson Street.

7. Posting a reduce speed on Jackson Street at 20 to 25 kph. between Queen & Locke.

Your attention to and approval of the above safety measures is most appreciated.

MK:sn

c.c. Mr. K. Christenson, Secretary, Transport & Environment Committee
Mr. M. Hazell, Manager of Traffic Services
Staff Sgt. Graham, Hamilton-Wentworth Regional Police
Mr. Alan Aylward, 287 Jackson St. W., Hamilton, L8P 1M6
Mr. D. Cuming, 309 Jackson St. W., Hamilton, L8P 1M6
Mr. G. Carruthers, 296 Jackson St. W., Hamilton, L8P 1M7

CITY COUNCIL
HAMILTON, CANADA

Alderman Mary Kiss

71 MAIN STREET WEST L8N 3T4 • (905) 546-4528 • RES. (905) 525-5932 - WARD 1

15 July 1996

Memo to: Alderman Henry Merling, Chairman, Transport & Environment Committee

From: Alderman Mary Kiss, Ward 1

I received a telephone call on Friday, July 12, 1996 with respect to a terrible accident with near fatalities at the corner of Jackson Street West and Pearl Street from Alan Aylward.

A car drove through the stop signs, hit a van which over-turned on the sidewalk with 2 occupants in it. It was a miracle that no one was killed, including pedestrians with children on the street.

Mr. Aylward is requesting immediate action and common traffic signage installation.

Since this is an emergency and further safety measures must be immediately undertaken, I agree with Mr. Aylward's concerns and requests for a 4-way stop control at this busy, hazardous intersection.

I am respectfully requesting an emergency meeting, if possible, prior to our Regional Council meeting tomorrow evening to outline actions which can be taken to protect motorists and pedestrians alike.

Your attention to this important safety matter to the neighbourhood is appreciated.

MK:sn

c.c. Mr. K. Christenson, Secretary, Transport & Environment Committee
Mr. M. Hazell, Manager of Traffic Services
Staff Sergeant Graham, Hamilton-Wentworth Regional Police
Mr. Alan Aylward, 287 Jackson St. W., Hamilton, L8P 1M6

Mary Kiss

July 15, 1996

Mr. Henry Merling,
Chairman,
Traffic and Environment Committee,
City of Hamilton.
City Hall.

RE: URGENT REQUEST FOR SPECAIL MEETING -
ROAD & TRAFFIC SAFETY PROBLEM AT JACKSON ST. WEST & PEARL

C.C. Alderperson, Mrs. Mary Kiss
Alderman, Mr. Marvin Kaplan
Staff Sergeant Graham, Hamilton Police
Mr. Chris Van Berkel, Traffic Engineer
Residents of Jackson Street West & Pearl St.

Dear Mr. Merling:

You are hopefully aware of the terrible accident that occurred on the morning of Friday, July 12 at the above intersection, (see 'Spectator' photograph herewith) involving a police car and an elderly couple driving a Family van. The front-end of the police car was crushed and the Family van was flipped and landed upside down across the sidewalk of the south-west corner of the intersection. Fortunately all three people survived! However, only moments later, two resident mothers would be returning from Jackson Street park with four young children who would be on that very corner. Except for the fate of a few moments, we could have been grieving the horrific death and/or serious injury of these innocent pedestrians. IT IS FAIR TO STATE THAT NOBODY WANTS TO HAVE THAT KIND OF DISCUSSION NOW, OR IN THE FUTURE.

As you may know from the records, this intersection has been a major bone-of-contention with residents for many years. We have been unable to secure serious action. While the reported accident stats may appear minimal, we live with the daily near-hits/near-misses that plague this location, and have come to fear for our childrens lives. With this most recent incident, where innocent sidewalk pedestrians could have been killed, we are prompted to request an urgent meeting with those officials responsible to install a "reasonable" measure, such as an "all-way" stop, to avert as best we can a disaster waiting to happen!

A formal study may be required but it is now apparent that the rapid installation of a stop sign on Jackson St. West can go a long way in preventing future collisions. This advent will slow the one-way traffic on Jackson, and cause cars from both directions to slow and stop. The chances of both vehicles running a stop-sign are remote and would certainly help to reduce the daily occurence of near-hits/near misses and provide residents with greater peace-of-mind. It may even deter the Blue-Line taxis who constantly violate our safety.

07/15/96 11:19 ☎416 776 9951 FORESTERGREEN ☑002/004

You may not know that this street has been repopulated over the last five years with young families. Our children (we have two) are constantly on the sidewalks and crossing the street to visit their friends. With the summer holidays upon us, the children are out more frequently and consequently the risks of serious incident are far greater. This most recent accident, INVOLVING A POLICE OFFICER, AND WHERE A VEHICLE WAS FLIPPED UP ONTO A SIDEWALK REMINDS US THAT THIS IS FIRST AND FOREMOST, A MAJOR SAFETY ISSUE WITH QUICK AND DECISIVE PREVENTATIVE ACTION NEEDED.

While we respect that policies and procedures exist, we hope you and your colleagues will understand that immediate action is warranted. It is difficult to contemplate the next two months of holidays with the situation as it is. Certainly none of us wants to have any kind of future discussion that is prompted by the cataclysmic loss-of-life involving an innocent child or parent.

In closing, this is a "safety" concern that can be remedied to a large extent by a common traffic signage installation. We certainly hope that it does not become a "political" issue for the kind of debate and discussion that will forestall necessary "preventative" action.

Your earliest possible response to this matter would be greatly appreciated so that we can arrange for residents to meet with you and your colleagues on this matter. If required we are happy to provide our home as the meeting place. We look forward to hearing from you and remain yours,

Sincerely,

Alan Aylward,
287 Jackson Street West,
Hamilton, ONtario. L8P 1M6
ph: 905 529 0294 fax: 905 529 1045

07/15/98 11:20 ☎416 778 9851 FOREVERGREEN ☙005/004



COLLISION COURSE

Emergency personnel tend to an injured person following a collision between a van and a Hamilton-Wentworth police cruiser yesterday afternoon at Jackson and Pearl streets. The elderly couple in the van and the policewoman in the cruiser were taken to hospital for minor injuries. Police — who did not release names — say the two vehicles were seriously damaged. The investigation is continuing.

Mike Hanley, The Spectator

07/15/98 11:20 ☎416 778 9851 FOREVERGREEN 004-004

309 Jackson Street West, Hamilton, L8P 4T4
Tel: 572-9466 Fax: 572-6804

Fax memorandum

August 11, 1996

To: Alderman Marvin Caplan 546-2535
Alderman Mary Kiss 546-2535
Mr. K. Christenson 546-2095

From: David Cuming

Re: Stop signs at intersection of Jackson Street West and Pearl Street South

I am writing as a follow-up to my meeting with Alderman Mary Kiss on July 18 (and her correspondence of that date), Mr. Aylward's letter of July 19, 1996 to Alderman Henry Merling, and Alderman Marvin Caplan's correspondence of July 29, 1996.

I am pleased to see that prompt action was taken with respect to new and improved signage at the intersection at Jackson Street West and Pearl Street South and take this opportunity to thank all those involved.

I am still concerned, however, with the proposals and comments being put forward by Mr. Aylward. I share his concerns with respect to safety, particularly the safety of children. I must emphasize, however, that I do not agree with his proposed solution and must make it clear that there has been no meeting of local residents to discuss any of these traffic issues, particularly the installation of an all-way stop.

I am particularly disturbed that Mr. Aylward appears to have established himself as arbiter for everyone's safety with little concern for the "few". I cannot agree with many of Mr. Aylward's assertions as stated in his letter of July 19, 1996. Certainly, I do not know where he gets the notion that "the daily stress level and resulting anxiety caused residents on Jackson West is becoming intolerable". As a ten year resident on Jackson Street West I can assure Mr. Aylward that my stress level has not risen, nor I am highly anxious, nor do I live in fear. My quality of life is not suffering immensely due to traffic conditions on Jackson Street West.

I am particularly perturbed at the notion hinted at by Mr. Aylward that putting an all way stop at Jackson Street West and Pearl Street will be of benefit even if it only acts to slow cars and not necessarily to stop them. This must fly in the face of traffic and pedestrian safety.

While I am uncertain as to what matters are to be discussed on the Transport and Environment Committee agenda on August 19, 1996 related to the Jackson Street West and Pearl Street South intersection I would reiterate my objection to an all-way stop at this location.

309 Jackson Street West, Hamilton, L8P 4T4
Tel: 572-9488 Fax: 572-6804

As previously indicated the additional noise of braking and accelerating vehicles would be unacceptable. The ambient noise levels in this area have increased noticeably over the past years. Embankment trees along the TH&B line provided a substantial muffling effect to idling and accelerating trains as they prepared to enter the Hunter Street tunnel. These trees were removed for the improved GO train service and resulted in increased noise levels. The night flights at Mount Hope/Hamilton airport are also noticeable. While individually these noise nuisances may be of little consequence their combined impacts do become tiresome, hence my objection to an-all way stop.

Before any further action is taken I would request that investigations be made of the following issues which certainly do appear to be a major nuisance:

- use of Jackson Street West as an east west through route for the Blue Line cabs;
- the use of vacant land on Locke Street South as a Blue Line waiting area; and
- the excessive speed of Blue Line cabs along Jackson Street West.

I must once again reiterate that the incident that has caused this protracted discussion is one where a police cruiser failed to stop at a stop sign and hit a local resident's car. The accident was caused by human error in failing to obey known road signage. Jackson Street West residents are used to seeing a number of traffic violations that all could result in potentially fatal accidents: cars driving east on Jackson Street West against the one way; cars travelling north on Pearl Street South against the one way; local residents backing up Pearl Street South and backing into Jackson (yes, I have done this) and local residents backing up Jackson Street West the wrong way, and backing into Ray Street the wrong way to get easy northward access onto Main Street West.

Accordingly, please let us not confuse truly dangerous road conditions, i.e., those that result from bad road engineering, blind spots, etc., with those situations resulting in accidents due to human error in not obeying road signage.

I reiterate my objection to a "cosmetic" stop sign on Jackson Street West at Pearl Street South.

David Cumming

c.c. Alderman Henry Merling 546-2535
Mr. Chris Van Berkel 546-2419

3(b)(2)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 August 15

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Leaf and Yard Waste Collection**

RECOMMENDATION:

1. That in accordance with the Provincial Government's 3 Rs Regulations which mandate leaf and yard waste composting, the Commissioner of Public Works and Traffic be authorized to implement a leaf and yard waste collection program in accordance with the following criteria:

   - Leaf and yard waste will be collected separately from regular household garbage and recyclables.

   - The collection period will be from April 15th to December 15th and a Christmas tree collection in January.

   - Collection will be on an every other week basis with collection days designated as per the attached Route Map Schedule A.

   - There will be no leaf and yard waste collection for statutory holidays nor will there be "make up" days for lost statutory day collections.

   - Leaf and yard waste will only be collected when properly placed at curbside and packaged in clear plastic bags with a thickness of at least 1.5 thousandths of an inch, not more than 2.75 cubic feet, capable of holding 50 lbs or 22 kg; or in suitable reusable garbage cans/containers designated by the official leaf and yard waste logo as illustrated in Schedule B; or in the case of brush and garden debris tied in compact bundles not more than four feet in length.

   - The Department of Public Works and Traffic will make available and distribute through the mail, vinyl stick on leaf and yard waste logos for use by residents in designating specific reusable containers for leaf and yard waste, on a request basis and for an amount of $1.00 each sticker.

   - Each individual "lift" of leaf and yard waste ie. each bag or container of material shall not exceed 50 lbs or 22 kg.

- Grass clippings will continue to be collected as regular residential garbage and in addition will be collected as leaf and yard waste. Promotional efforts will be made to encourage property owners to appreciate both the benefits of recycling grass clippings onto their lawn and the use of composters.

2. That the Commissioner of Public Works and Traffic be authorized to inform the Citizens of Hamilton and affected agencies of the leaf and yard waste collection program through local media, promotions and educational seminars as may be required and within existing budgets.

3. That in order to facilitate a program start which recognizes operational issues for both the City of Hamilton and the Region of Hamilton-Wentworth, the program start date for 1996 be October 21.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

From a legal perspective, the Provincial Government has mandated, through its 3 R's Regulations that municipalities with populations over 50,000 must provide a separate leaf and yard waste management program that facilitates composting and is reasonably convenient to the generator.

Staff have spent considerable time surveying other comparable municipalities (see Schedule C and D). Also as per Council's direction, staff from the Department of Public Works and Traffic sent out to 800 households (100 per ward) a proposed leaf and yard waste questionnaire and ran an advertisement detailing the proposed leaf and yard waste program with a cut-out questionnaire. The results are as follows:

PUBLIC WORKS QUESTIONNAIRE MAILOUT TO 800 HOUSEHOLDS (100 PER WARD)
240 Respondents

1. 70% in favour of banning grass clippings

2. 85% in favour of a grass recycling program

3. 85% in favour of a separate collection on an every other week basis

4. a) 85% in favour of clear plastic bags

   b) 37% in favour of paper bags

   c) 75% in favour of using reusable containers

5. 61% in favour of making available for $1.00 a vinyl stick-on logo to designate certain reusable containers

RESULTS FROM LEAF AND YARD WASTE QUESTIONNAIRE IN THE HAMILTON SPECTATOR
182 Respondents

1.	55% in favour of banning grass clippings	***60% overall**
2.	80% in favour of a grass recycling program	***83% overall**
3.	90% in favour of a separate collection on an every other week basis	***88% overall**
4.	a) 77% in favour of clear plastic bags	***80% overall**
	b) 25% in favour of paper bags	***30% overall**
	c) 75% in favour of using reusable containers	***77% overall**
5.	70% in favour of making available for $1.00 a vinyl stick-on logo to designate certain containers.	***65% overall**

* combined results from both surveys

Based upon staff perspectives and the survey results, the best option for this community is a combination of the following:

- *"drop off" locations as are now available at all transfer stations,*
- *a backyard composter program as now provided by the Region,*
- *a separate collection program (bi-weekly)*
- *a grass recycling campaign*

The Region is now capable of accepting the City's leaf and yard waste at the Glanbrook landfill site providing that the material is delivered to the transfer stations separate from other waste and with no plastic bags. It is recommended that our regular program will commence each year on April 15. In 1996 however, a date of October 21 is recommended to allow ample time to facilitate increased public awareness through education, advertising, ordering stickers (denoting reusable containers).

The program as proposed will be undertaken within previously approved funding levels with no increase to the Sanitation budget and with no full time staffing increases.

The Ministry of Environment & Energy staff have indicated that the City's proposal for a leaf and yard waste program as outlined in this report is a satisfactory response to their 3R's legislation.

The benefits to the community will be realized in long term financial and environmental savings. The composting of leaf and yard waste will save valuable landfill space while creating a reusable commodity.

It should be noted that while initially there are increased operational costs for the separate collection of leaf and yard waste, the tipping fee for leaf and yard waste is approximately 50% of the tipping fee for regular household garbage. The reduced cost of disposing of leaf and yard waste more than offsets any incremental separate collection costs.

BACKGROUND:

The City of Hamilton has been mandated by the Provincial Government to divert leaf and yard waste from the landfill site or incineration. Historically leaf and yard waste has comprised 20 to 30 percent of household waste collected by our City forces.

As previously stated this program must make participation as convenient as possible for the resident. This campaign being recommended has been conceived after careful evaluation of all of the facts and an extensive public consultation process, in order to make household separation and curbside collection as efficient and economical as possible.

CFE/RG/rb

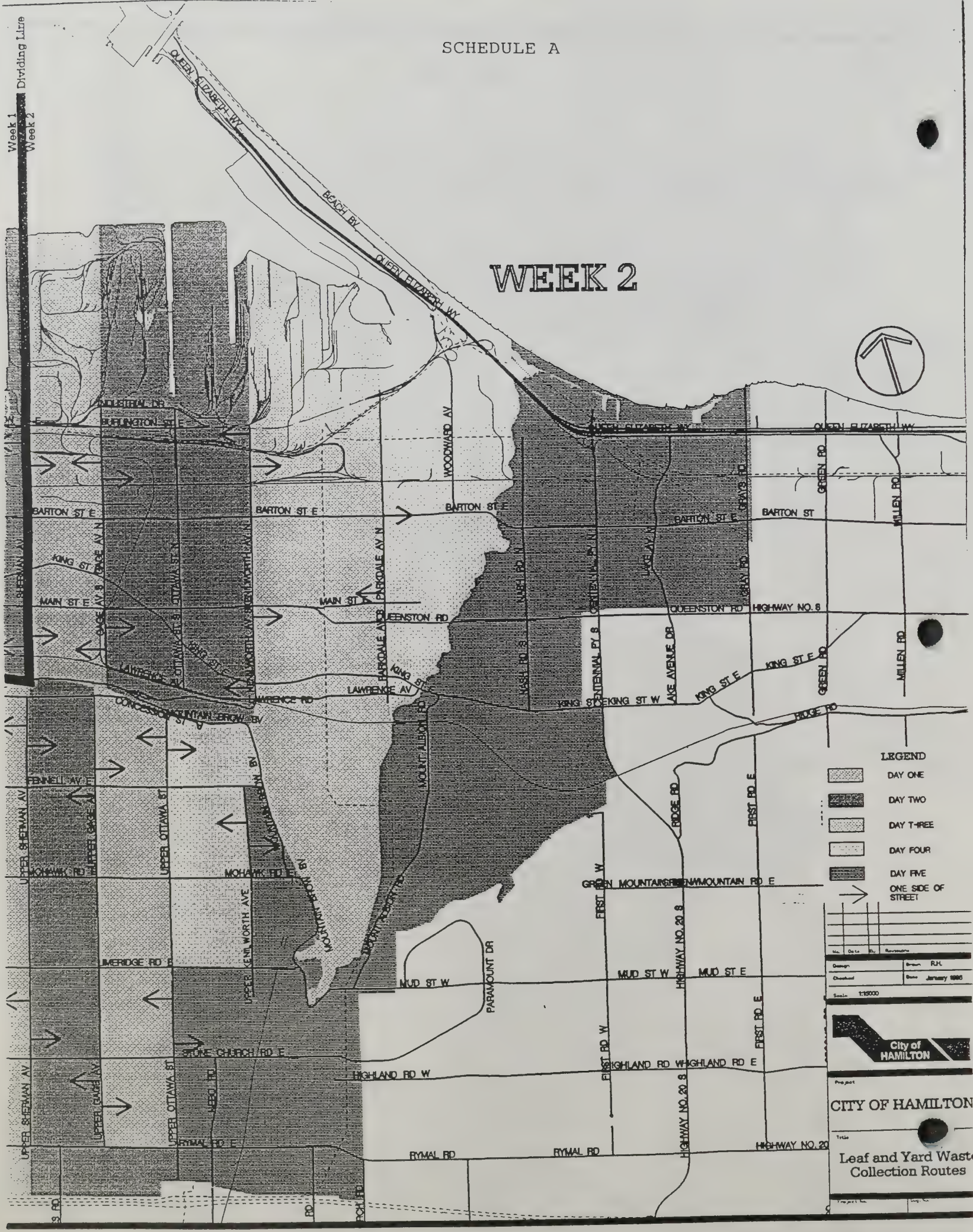
c.c. C. Firth-Eagland, Manager, Streets & Sanitation
c.c. A. Marshall, General Foreman, Sanitation
c.c H. Kerwin, Foreman, Sanitation
c.c. P. Dunn, Waste Management, Environmental Services

SCHEDULE A

WEEK 1

Week 1 Dividing Line Week 2

SCHEDULE A


Week 1
Week 2
Dividing Line
WEEK 2
QUEEN ELIZABETH WY
BEACH BV
WOODWARD AV
BARTON ST E
KING ST E
MAIN ST E
QUEENSTON RD
HIGHWAY NO. 8
LAWRENCE RD
CONCESSION ST
MOUNTAIN BROW BV
MOHAWK RD E
UPPER OTTAWA ST
UPPER SHERMAN AV
UPPER GAGE AV
MOUNT ALBION RD
RIDGE RD
FIRST RD E
FIRST RD W
GREEN MOUNTAIN RD E
HIGHWAY NO. 20
MUD ST W
MUD ST E
PARAMOUNT DR
STONE CHURCH RD E
HIGHLAND RD W
HIGHLAND RD E
RYMAL RD
RYMAL RD E
GREEN RD
MILLEN RD
GRAYS RD
LAKE AV N
LAKE AVENUE DR
QUEENSTON RD
KING ST W
KING ST E
LEGEND
DAY ONE
DAY TWO
DAY THREE
DAY FOUR
DAY FIVE
ONE SIDE OF STREET
City of HAMILTON
CITY OF HAMILTON
Leaf and Yard Waste Collection Routes

SCHEDULE B



SIZE APPROX. 16" (.40 m) DIAMETER

City of HAMILTON

Project **LEAF & YARD WASTE COMPOSTING PROGRAM**

Title **DECAL FOR OTHER PUBLIC WORKS VEHICLES**

Date **SEPT. 1994**

Scale **N.T.S.**

Dwg. No.

SURVEY DONE BY THE WORKS DEPARTMENT CITY OF WINDSOR

CITY	FALL LEAF COLLECTION	FREQUENCY	OTHER YARD WASTE	EMPTY BAGS @ CURBSIDE	YARD WASTE DROP OFF DEPOTS
BRANTFORD	Yes	Each Week for 7 weeks	Not with leaves. Brush collection mid Apr. 2 wks.	Yes	1–At landfill. Two loads per day under 200 Kg. – FREE
GUELPH	Yes	1 week/year	4 times per year grass–brown bags brush–bundled	No bags. Vacuum system	1 – At landfill
LONDON	Yes	Treed areas–2–3 collection/fall New Areas – 1 collection/fall	Brush – 1 – Fall 1 – Spring	Brown Bag collection system	5 locations
NIAGARA FALLS	Yes	3 collections/fall	No	Yes	1 – At Transfer Station
OAKVILLE	Yes	3 collections/fall	Brush program, Apr. 10 – Oct. 1 collection/month	No bags, Vacuum system	1 – At landfill
OSHAWA	Yes	Bi–weekly over 6 weeks. Each have 3 collections	Yes	No	1 –at transfer Site – roll out container
SARNIA	Yes	Spring – 6 coll. Fall – 6 coll.	Grass & leaves designated weeks	No	1 – At Landfill
STRATFORD	Yes	3 Fall collections	Clear bags – May – October grasscycling	No	1 – At landfill

SCHEDULE C

SURVEY DONE BY THE WORKS DEPARTMENT CITY OF WINDSOR

CITY	FALL LEAF COLLECTION	FREQUENCY	OTHER YARD WASTE	EMPTY BAGS @ CURBSIDE	YARD WASTE DROP OFF DEPOTS
WATERLOO	Yes	8 weeks Vacuum System	April – November Bi–Wkly on garbage day	No plastic bags	Yes
MISSISSAUGA	Yes	April – November Every week	Included in collection	No Grass must be in clear bags.	No
ETOBICOKE	Yes	Weekly	All yard waste	Yes	No

MUNICIPAL YARD WASTE COLLECTION PHONE SURVEY BY PUBLIC WORKS & TRAFFIC STAFF

CITY	POPULATION	FREQUENCY OF COLLECTION	EQUIPMENT	BAGS	CONTRACTOR OR MUNICIPALITY
TORONTO	2,000,000	ONCE A WEEK FROM APRIL TO END OF NOVEMBER	PACKERS	PLASTIC, DEBAGGED AT COMPOST SITE	MUNICIPAL WORKERS
COMMENTS	METRO TORONTO HAS A BY-LAW REGULATING COMPOST BUT DOES NOT ENFORCE IT MUCH, SERVICE IS GENERALLY LOOKED ON AS BEING GOOD, THEY HAVE GONE THROUGH AN EXTENSIVE ADVERTISING CAMPAIGN (GRASS CLIPPINGS WILL PROBABLY BE BANNED BY METRO IN 1996).				
BURLINGTON	129,575	BANNED GRASS CLIPPINGS FOUR LEAF PICKUPS IN FALL, ALSO VACUUM SOME AREAS TWICE	T-VAC AND PACKERS	PAPER BAGS	
COMMENTS	BURLINGTON HAS BANNED GRASS CLIPPINGS, RESIDENTS ARE ADVISED TO TAKE IT TO COMPOSTING SITES OR COMPOST AT HOME. THIS HAS NOT BEEN LOOKED ON VERY FAVOURABLY BY THE RESIDENTS.				
LONDON	300,000	LEAF VAC IN FALL FOR SIX WEEKS	T-VAC AND FRONT END LOADERS	PAPER (BUT VACUUMED)	MUNICIPAL WORKERS
COMMENTS	LONDON HAS BANNED GRASS CLIPPINGS, RESIDENTS ARE ADVISED TO TAKE TO CITY OPERATED DEPOTS. RESIDENTS ARE NOT HAPPY AND THE PROGRAM IS BEING RE-EVALUATED IN 1996.				
BRANTFORD	81,997	CURBSIDE COLLECTION WEEKLY - SIX WEEKS SPRING/EIGHT WEEKS FALL	PACKERS	PLASTIC DE-BAGGED AT CURB	CONTRACTOR
COMMENTS	BRANTFORD RESIDENTS ARE ADVISED TO COMPOST OR LEAVE CLIPPINGS ON LAWN, NO BAN, CLIPPINGS ARE JUST NOT PICKED UP.				
ST. CATHARINES	129,300	CURBSIDE COLLECTION - SIX WEEKS SPRING/SIX WEEKS FALL	PACKERS	PLASTIC DE-BAGGED AT CURB	CONTRACTOR
COMMENTS	ST. CATHARINES ADVISES THAT THE PROGRAM IS LOOKED ON FAVOURABLY BY RESIDENTS AND THEY HAD A BETTER RESPONSE AS MORE RESIDENTS BECOME AWARE.				
WINDSOR	261,800	SPRING AND FALL PICKUP EVERY THREE WEEKS	PACKERS	PLASTIC, DE-BAGGED AT CURB	MUNICIPAL WORKERS
COMMENTS	WINDSOR HAS DROP OFF DEPOTS FOR GRASS CLIPPINGS THEY ARE PLANNING ON BANNING THEM. THEY ADVISE THAT AN EXTENSIVE ADVERTISING CAMPAIGN HAS RESULTED IN THEIR PROGRAM RUNNING SMOOTHLY.				

MUNICIPAL YARD WASTE COLLECTION PHONE SURVEY BY PUBLIC WORKS & TRAFFIC STAFF

CITY	POPULATION	FREQUENCY OF COLLECTION	EQUIPMENT	BAGS	CONTRACTOR OR MUNICIPALITY
WATERLOO	71,181	PICK UP APRIL TILL NOVEMBER BIWEEKLY	PACKERS ALSO PACKER AND VACU	PAPER BAG OR GARBAGE CAN	MUNICIPAL WORKERS
COMMENTS	WATERLOO ADVISES THAT THEY HAVE GOOD RESPONSE TO THEIR PROGRAM, PAPER BAGS CAN NOT BE LEFT OUT IN THE RAIN FOR LONG.				
GUELPH	87,976	FOUR PICKUPS PER YEAR MAY, JUNE, OCT., NOV.	ONE MAN, SIDE PACKER SOME REAR LOADER	PAPER BAG JUTE BAG	MUNICIPAL WORKERS REAR LOADERS ARE CONTRACTED
COMMENTS	GUELPH INITIALLY HAD LOTS OF PROBLEMS, BUT ADVERTISING HELPED ALSO TIPPING OF COMPOSTABLE MATERIAL IS FREE FOR RESIDENTS AND THE PRIVATE SECTOR.				

3(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 August 14

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo, Commissioner
Department of Public Works and Traffic

SUBJECT: **Sewer Street Tree Program**

RECOMMENDATION:

a) That the Department of Public Works and Traffic be authorized to continue to fund the Sewer Street Tree Program Account No. CH56321 60430 recognizing that this account is in an overdraft projection.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The funding centre for sewer tree root cleaning is Account No. CH56321 60430 with an annual appropriation of $73,210.00. The available balance is in a pending overdraft situation and as there are approximately $13,000.00 in charges paid out of this account per month, it is reasonable to assume an overexpenditure of $65,000.00 for the current fiscal year. The overdraft will be funded from the Department of Public Works and Traffic overall budget.

This program, upon Council approval, has entered into a similar overdraft position of ($56,176.00) in 1994 and ($90,482.10) in 1995.

The Department of Public Works and Traffic, Streets Division, Forestry Section has dealt with this problem on an individual case basis but with no long-term solution or remedy available to curb the problem.

To continue to pay for cleaning of individual sewer laterals (sometimes 2-3 per year) offers nothing more than a band-aid solution at best. This practice is only encouraging property owners to avoid fixing their sewer lateral located on private property.

BACKGROUND:

The number of private properties involved in the Sewer Street Tree Program since its inception in 1986, approximately 8,000, is indicative of the extent of the problem.

If the sewer lateral (the pipe going from the house to the street) has broken down because of age, type of material, traffic, groundshifting etc. then, tree roots being opportunistic will enter in search of water/nutrients.

It has become quite clear that demands on this program will continue to escalate annually particularly as there is insufficient incentive built into our program for property owners to seek a more permanent solution to their problem. Because the sewer lateral is located on private property, that part of the sewer line is deemed to be the responsibility of the individual property owner.

Due to recent concerns with the administration of the Sewer Street Tree Program with respect to both sewer cleanouts and cost share repairs, staff from the Streets Division, Claims section and the City Law Department have identified the following areas that need clarification and will bring forward a revised sewer root tree cleaning program for the consideration of the Transport and Environment Committee:

Street Tree - Sewer Root Cleaning Program

The existing program dealing with tree roots in sewers has the Public Works Department reimbursing residents 100% of the invoiced cost for a sewer clean out when a municipal tree is involved.

1) The specific blockage to be stated on the invoice, where the blockage occurred (what location - distance out) and why, ie. toilet paper, kid's toy, tree roots, etc.

2) The size of the inside diameter of the sewer line and the diameter of the cutter used to clean the sewer.

   A proper and thorough cleaning must be performed.

3) The person performing the work must sign the invoice and print his/her name directly below it declaring that the information on the invoice is correct and that the blockage was due to tree roots in the sewer.

4) Property owners inquiring if and when root growth might re-occur should discuss these details with the City not just the contractor.

5) After a sewer has been cleaned out twice or more in one year as a result of City tree roots, the Commissioner of Public Works and Traffic will discuss the situation with the property owner and a decision will be made to possibly find a **permanent solution.**

6) All work completed is to be invoiced to the property owner. Upon completion of the work and submission of invoices by the property owner, the Department of Public Works and Traffic will reimburse the property owner for the sewer cleaning cost accordingly.

7) The City of Hamilton **will not reimburse** the following: videos, rental invoices, installation of cleanouts, warranties and purchase of drain cleaner.

Sewer Street Tree Policy - 50/50 Cost Share Program - Sewer Line

The Public Works Department also administers a 50/50 cost share program dealing with affected property owners who for one reason or another have to effect permanent repairs to their sewer laterals, basements or driveways because of tree roots.

1) The property owner is responsible for obtaining a **written quote from two licensed contractors** bonded with the Region of Hamilton-Wentworth, as per the Region's Sewer and Drain By-Law #R79-172 on the restoration work agreed upon by the City of Hamilton.

2) The City of Hamilton will investigate in order to consider approving, in writing, the outlined work of the contractor and agree to equally cost share with the property owner that portion of the sewer line, affected by tree roots.

3) Upon written approval from the Commissioner of Public Works and Traffic, the property owner may then proceed to have the work completed. The property owner's Contractor must obtain the proper permits from the Region of Hamilton-Wentworth prior to doing any road excavation, sewer repair, replacement, or relocation.

4) When all work is completed, the property owner will pay the contractor in full and submit their invoice to the Department of Public Works and Traffic for 50% reimbursement or prearrange with the Department of Public Works and Traffic and the contractor to have the contractor invoice the City directly for its portion.

5) It should also be noted when assessing what work is to be done, the Commissioner of the Department of Public Works and Traffic will always authorize the work that constitutes a permanent solution. Accordingly, as these solutions are considered permanent, the Department of Public Works and Traffic acknowledges in its letter that there will be no subsequent cost sharing participation for clean outs or repairs at this location in the future.

6) Reimbursement will be issued upon a signed release by property owner.

Because of the complexities in dealing with this infrastructure and the legalities of private versus municipally owned, staff are currently working with the Law Department and conducting surveys of other municipalities to revise the current policy to find a permanent solution to the problem of roots in sewers.

CFE/RG/rb
attachment

c.c. J. G. Pavelka, Chief Administrative Officer
c.c. P. Noé Johnson, City Solicitor
c.c. C. Firth-Eagland, Manager of Streets & Sanitation
c.c. J. Pook, Horticulturist
c.c. L. Gohier, Director, Infrastructure Operations, Environmental Services

3(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 July 17
File No. TEC-128-96 / Author: M. Hazell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Temporary Assignments of School Crossing Guards to Pedestrian Priority Signals

RECOMMENDATION:

That School Crossing Guards at pedestrian priority signal locations be retained for a period not to exceed one month after installation of the signals, to ensure that pedestrians using the signals operate the pushbuttons and understand the signals, following which the crossing guards will be removed.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

On 1993 June 29, the City Council approved a policy with respect to the installations, warrants and operation of pedestrian priority signals in Hamilton. One of the approved guidelines was that School Crossing Guards would be removed from all pedestrian priority signal locations, but would be retained for a maximum of two weeks at each location to ensure that the pedestrians using the signal are able to operate the pushbuttons and cross safely.

The use of pedestrian priority signals received final Provincial approval for use in the Province, and Regional Council subsequently approved the installation of nine such signals in the 1996 budget. Four of these locations are also supervised by School Crossing Guards, but in accordance with the City Council policy, the guards are expected to be removed no later than the second week of September after the 1996/1997 school year.

It has been suggested by two or three members of Council that the maximum two week period for keeping School Crossing Guards at pedestrian priority signals be extended to allow for up to one month at locations where the Ward Aldermen may wish to review the signal operation and consult with their constituents. Staff has no objection to this request, but scheduling problems for School Crossing Guards could result if School Crossing Guards are retained for one month at all pedestrian priority signal locations.

MBH/kg

3(ii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 July 19
File No. TEC-130-96 / Author: M. Hazell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Parking Enforcement During Major Special Events

RECOMMENDATION:

That parking enforcement be conducted in the areas of major special events such as Aquafest, Earthsong, Festival of Friends and Tiger Cat Football Games, in accordance with the following guidelines:

- parking infraction notices will be issued only for safety related violations, or on a complaint basis; and
- Parking Control Officers will be instructed to use as much discretion/leniency as possible; and
- to promote public relations, Parking Control Officers will be instructed to assist the public by giving directions, general information or any other assistance, to the best of their ability; and
- that the cost of providing parking enforcement during annual major special events be charged to the event organizers.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

It is anticipated that only one or two Parking Control Officers would be required on a daily basis for each of the major festivals (Aquafest, Earthsong, Festival of Friends) and the cost per day per officer would be in the range of $150. to $250.

BACKGROUND:

For many years, parking enforcement has not been provided in the immediate vicinities of major special events such as Aquafest, Earthsong, Festival of Friends and Tiger Cat Football Games, despite concerns and requests for enforcement from area residents on a regular and continual basis. This practice has been in place for many years due to concerns by various members of Council about tagging out of town motorists and patrons of these special events. The Regional Police are generally in attendance, but focus on traffic and crowd control only.

On 1996 July 9, a special Transport and Environment Committee meeting was held to deal with requests for enforcement at Aquafest which began on 1996 July 12. Staff was directed to enforce the regulations during Aquafest and to report back to the Committee for direction about enforcement of illegal parking at future similar events.

For the weekend of 1996 July 13 and July 14, two Parking Control Officers were assigned to the immediate vicinity of Aquafest. Approximately 400 parking violations were detected during that two day period but only 81 parking tags were issued. These tags were issued only to illegally parked vehicles which were causing a safety hazard or on a complaint basis. Officers were instructed to use as much discretion as possible in enforcing the regulations and to provide general information to passing motorists as needed. Our officers have advised that they were well received by the area residents and the festival organizers, and that there were no complaints about their presence. The Regional Police also expressed their gratitude for assisting them in dealing with parking complaints.

In view of the successful experiment in enforcing illegal parking around Aquafest, it is recommended that staff be directed to enforce illegal parking during other major events but only on a safety related or complaint basis.

In accordance with the practice of having event organizers pay for Police and Noise Control Officers, it would be appropriate for the event organizers to also pay for parking enforcement where the size of the event warrants full-time parking enforcement.

MBH/kg

3(ii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 August 1
File No. TEC-083-96 / Author: Hart L. Solomon

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Roof Repairs - Traffic Operations Centre

RECOMMENDATIONS:

a) That $45,000 from account #CF-758841001 be assigned for remedial repairs to the roof of the Traffic Operations Centre; and,

b) That Lexcan Industrial Supply Limited be authorized to do warranty repairs to the roof of the Traffic Operations Centre, on the understanding that such repairs are done with no obligation to City; and,

c) That the complete replacement and restoration of the roof of the Traffic Operations Centre in the year 2002 be placed in the capital budget.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The estimated cost of short term remedial repairs for this roof is $42,000, with an additional $3,000 allocated for consultant inspection. Complete replacement of the roof is presently estimated by an independent consultant at $396,000. Failure to undertake repairs in the short term may result in the cost of the long term replacement being significantly higher due to the damage caused by water infiltration.

The warranty repair work, to be done at no cost to the City, is estimated by staff to have a value of $20,000.

The Operations Centre was built at a cost substantially under budget. $650,000 has already been returned to the capital budget. Approximately $200,000 remains in the capital budget account for the Operations Centre. It is recommended that $45,000 be allocated for short term repairs.

BACKGROUND:

The Traffic Operations Centre, 1375 Upper Ottawa Street, was completed for occupancy in February of 1992. The building was constructed substantially under estimates. The roofing system at the Traffic Operations Centre has leaked at over 50 different spots at various times. Leakage began at the time of occupancy and continues to this day.

The original contractor, Canadian Engineering and Contracting, attempted repairs, and managed to stop some leaks. Approximately one year after the City took occupancy, Canadian Engineering and Contracting went into receivership and the responsibility for repairing the roof was passed to the bonding company. The bonding company made some minor efforts to undertake repairs but was not successful. The bonding company has, following the initial repairs, taken the position that they are no longer responsible for fixing the roof.

An independent roofing consultant, hired by the City, has recently evaluated the condition of the roof. The consultant pointed out a number of deficiencies, some related to the details of the original design and others related to the quality of the material and installation. The consultant noted that eliminating all leaks is only possible if the roof is completely replaced. They did note that relatively low-cost repairs could improve conditions, especially in conjunction with warranty repairs.

The supplier of the roofing material has agreed to honour their 10-year warranty for defects that are related to the material. They are prepared to undertake some repairs (estimated value, $20,000) that are directly related to the roofing material.

Failure to undertake remedial work at this point in time will likely result in significant additional damage to the building due to water infiltration. Water infiltration may damage structural steel, electrical wiring, or insulation. The damage caused by the water infiltration will raise the overall cost of repairs in the long run.

It is recommended that remedial work to minimize leakage be undertaken immediately. The cost of repairs, based on the estimate from the roofing consultant is $42,000. An additional $3000 has been allocated for inspection services.

It is further recommended that the roof be completely replaced after ten years of service. Given the present condition of the roof and due to the damage that has already been incurred, the roof life will not exceed the expected minimum of ten years. In addition, the consultant predicts that

the roof will not be completely free of leaks until it is replaced. It is therefore recommended that full replacement of the roof be placed in the capital budget at this time for the year 2002, at which time the roof will be ten years old.

The issue of pursuing recovery of the cost of these roof repairs through legal action will be the subject of a future report from the Law Department. This report will likely await the outcome and evaluation of this remedial work.

The Capital Budget Sub-Committee considered these recommendations at its meeting of July 11 and endorsed forwarding the recommendations to the Transport and Environment Committee.

HLS/lem

c.c. P. Noé Johnson, City Solicitor, Law Department

L. King, Building Commissioner

3(ii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 November 23
File No. TEC-299-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Country Club Drive between Greenhill Avenue and Capilano Drive - Parking Regulations.

RECOMMENDATION:

That the existing "Alternate Side Parking" regulation on Country Club Drive between Greenhill Avenue and Capilano Drive be replaced with a "No Parking" regulation on the east side and unrestricted parking on the west side and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

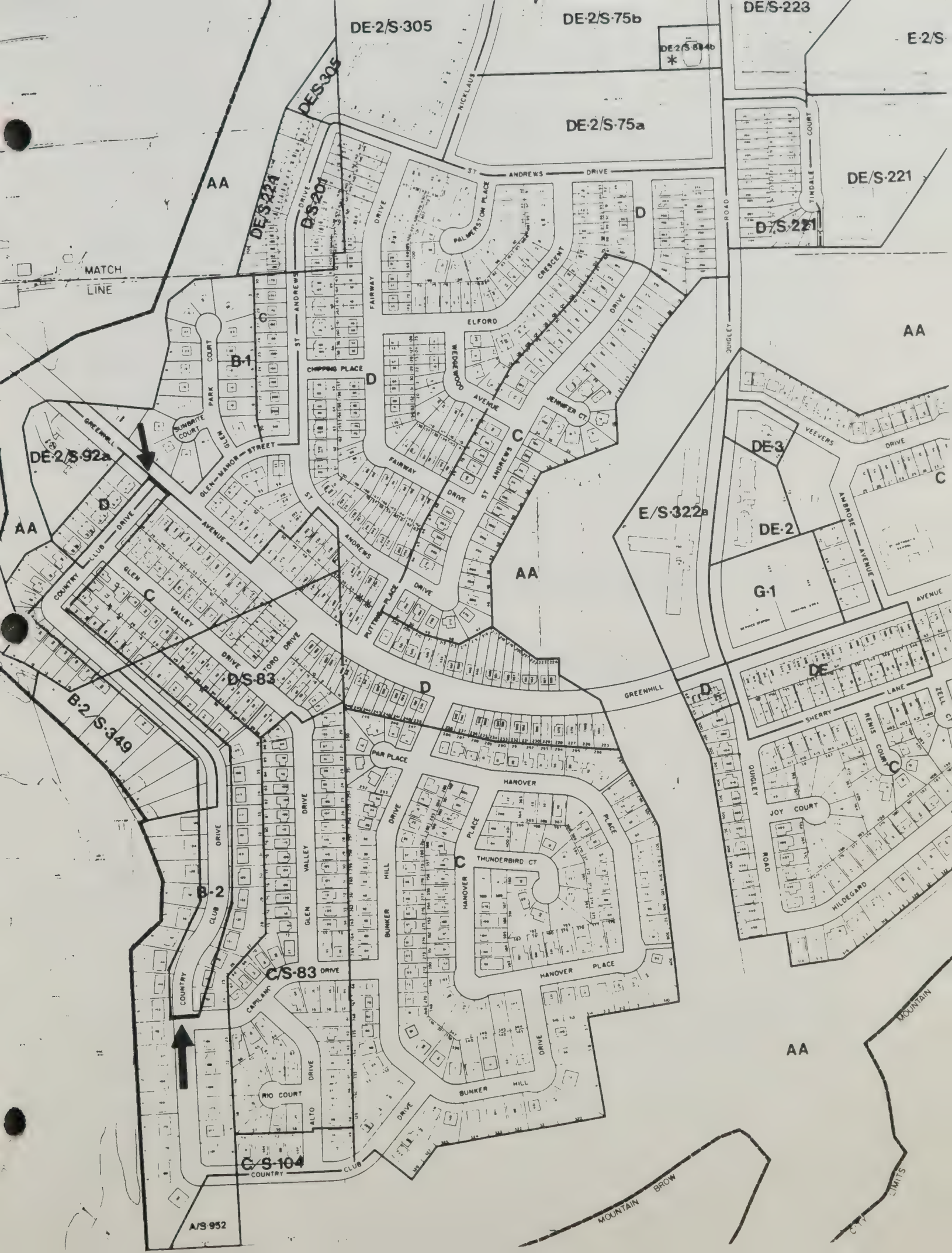
BACKGROUND:

Staff has received a petition signed by representatives of 41 of the 60 one, two and three family dwellings abutting Country Club between Greenhill and Capilano, requesting that the existing "Alternate Side Parking" regulation be replaced with a "No Parking" regulation on the east side and unrestricted parking on the west side of the street in this block. Thirty-three of the residents who signed the petition are in favour of the requested regulation, six residents are opposed and two residents expressed no opinion.

Country Club has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this block. The resident who circulated the petition has

expressed concern that motorists frequently park on both sides of the street during the switch over days when parking is supposed to alternate from one side of the street to the other. This resident also stated that many of the area residents find the signs confusing. Therefore, since 55 percent of the abutting residents are in favour of the requested changes, staff concurs with the request.

SH/CVB/MBH/kg


DE-2/S-305
DE-2/S-75b
DE/S-223
DE-2/S-75a
DE/S-221
D/S-221
D/S-224
D/S-201
MATCH LINE
AA
B-1
D
C
E/S-322a
DE-3
DE-2
G-1
DE
DE-2/S-92a
D/S-83
B-2/S-349
B-2
C/S-83
C/S-104
A/S-952
GREENHILL
ST ANDREWS DRIVE
NICKLAUS
PALMERSTON PLACE
CRESCENT
ELFORD
JUGLEY ROAD
TINDALE COURT
VEEVERS DRIVE
AMBROSE AVENUE
SHERRY LANE
RENIS COURT
JOY COURT
WILDEGARD
QUIGLEY ROAD
HANOVER PLACE
THUNDERBIRD CT
BUNKER HILL DRIVE
PAR PLACE
PUTTING PLACE
CHIPPING PLACE
SUNBRITE COURT
PARK COURT
GLEN MANOR STREET
COUNTRY CLUB DRIVE
GLEN VALLEY DRIVE
TORO DRIVE
CAPILANO DRIVE
RIO COURT
ALTO DRIVE
JENNIFER CT
MOUNTAIN BROW
MOUNTAIN VIEW
CITY LIMITS

3(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 July 15

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Turvey
Commissioner of Transportation

SUBJECT: 1996 Transit Shelter Program

RECOMMENDATION:

a) That the Transport and Environment Committee approve 68 proposed transit shelter locations in the City of Hamilton from the attached Table 1 as candidate shelter locations for the 1996 HSR Shelter Program.

b) That the HSR install a maximum of 10 shelters at these candidate locations in the priority indicated by the warrant scores and subject to finalizing the necessary encroachment agreements.

c) That the remaining candidate shelter locations which do not receive at shelter through the 1996 HSR Shelter Program be considered for future years.

L. D. Turvey, P.Eng.

FINANCIAL IMPLICATIONS:

The proposed works are to be installed in accordance with the H.S.R. 1996 Shelter Capital Budget account number 59006-3221005. Current funding only allows for the installation of five transit shelters. However, the HSR is presently negotiating with the private sector in order to fund an additional five shelters.

STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

All proposed shelter locations received through customer contacts have been included in the 1996 Transit Shelter Program. A maximum of 10 shelters with the highest warrant scores from the attached list of 68 locations will be installed this year. The shelter locations have been listed in descending order according to the total warrant score ranking. The list of 68 shelter locations require approval as past experience has shown that property owners may not agree to an encroachment agreement, and therefore, the next location on the list would be eligible for a shelter in 1996.

In addition, the HSR has listed four proposed shelter locations along the southern edge of Gore Park between John Street and James Street. A report sent to the Parks and Recreation Committee for approval of these sites has been tabled until the Gore Park Fountain is installed and an additional report is submitted to the Committee on the issues of the proposed shelter architecture, location, impact on the cenotaph and effect on the fountain. The HSR has set aside sufficient funds to install one of these shelters on a trial basis as part of the 1996 Shelter Program. However, all four locations have been listed since the specific site has not yet been identified.

All drawings required to install the shelters have been circulated to various City and Regional departments for their review. Construction of the shelters will not begin until approval from these departments has been received.

Each proposed shelter location is evaluated using 6 major criteria from the Hamilton Street Railway Warrant Sheet to determine priority listing. A detailed description of how proposed shelter locations are evaluated is shown on the attached Appendix A. The major warrant criteria categories are briefly described below:

Transit Shelter Warrant Criteria:

1. Physical Aspects - passenger exposure to the weather (e.g. a passenger waiting adjacent to a windswept field vs. a passenger waiting in an alcove of a building).

2. Passenger Usage - total number of daily boarding passengers at the bus stop.

3. Route Stability - indicates whether the route will be realigned within the next five years resulting in an unused shelter.

4. Passenger Waiting Time - half the peak hour and off peak hour headway; the greater the waiting time the more necessary a shelter becomes.

5. Land Use in neighbourhood - priority given to locations near hospitals, senior citizen homes, public buildings and transfer points.

6. Advertising Exposure - the entire shelter program, including capital and on-going maintenance costs, is supported by advertising revenues. Shelters with advertising panels are located at areas with high traffic volumes.

Every request for a transit shelter that was received was ranked on the above criteria and either included in the total number of shelters that could be installed, rejected or temporarily delayed for one of the following reasons:

A) Insufficient land to install a shelter;

B) Encroachment Agreement denied;

1996 On-hold and Rejected Shelter Requests:

A) Insufficient land to install shelter:

1. Barton Street East at Nash Road North, South-East Corner

B) Rejected due to denial of encroachment agreement:

1. Maplewood Avenue at Springer Avenue, North-West Corner

LDT/DR

cc. T. Cooke, Regional Chairman
M. Fenn, Chief Administrative Officer
J. Bruzzese, Acting Commissioner of Finance

TABLE 1

12-July-96

1996 PROPOSED TRANSIT SHELTER LOCATIONS
(City of Hamilton)

No.	Stop #	On Street		At Street	Corner	City	Shelter Type	Total Score
1	90812	King St. E. (South leg)	at	James St. (#25 & 26 stop)	N/E	HAM	GPV	79
2	90816	King St. E. (South leg)	at	Hughson St. (#23 & 24 stop)	N/E	HAM	GPV	79
3	90814	King St. E. (South leg)	at	Hughson St. (#27 & 35 stop)	N/W	HAM	GPV	79
4	90818	King St. E. (South leg)	at	John St. (#21 & 22 stop)	N/W	HAM	GPV	79
5	72319	Barton St. E.	at	Birch Ave.	N/E	HAM	AD	77
6	72314	Barton St. E.	at	Wentworth St.	S/E	HAM	D	77
7	72525	King St. E.	at	Sherman Ave.	N/E	HAM	CD	77
8	90106	MacNab St. S.	at	King St. W. (Cannon Stop)	S/W	HAM	D	73
9	82623	Main St. W.	at	E Newton Ave.	N/Side	HAM	AD	73
10	72521	King St. E.	at	Stirton St.	N/E	HAM	CD	72
11	70817	Ottawa St. S.	at	Main St. E.	S/E	HAM	D	69
12	51021	Concession St.	at	Cliff Ave.	N/E	HAM	AD	67
13	50447	Upper Gage Ave.	at	Rymal Rd. E.	N/E	HAM	D	67
14	60118	West 5th St.	at	Mohawk Rd. W.	N/W	HAM	AD	66
15	80006	James St. N.	at	Murray St W.	N/W	HAM	AD	64
16	60040	Upper James St.	op.	South Hamilton Sq.	E/Side	HAM	AD	64
17	50331	Upper Sherman Ave.	at	Princip St.	N/E	HAM	D	64
18	50316	Upper Sherman Ave.	at	Franklin Rd.	S/W	HAM	D	62
19	50202	Upper Wentworth St.	at	Queensdale Ave. E.	N/W	HAM	CD	61
20	50407	Upper Gage Ave.	at	Brucedale Ave.	S/E	HAM	AD	60
21	50139	Upper Wellington St.	op.	Towercrest Dr.	E/Side	HAM	D	60
22	50240	Upper Wentworth St.	at	Pescara Ave.	N/W	HAM	AD	60
23	72134	Burlington St. E.	at	Proctor & Gamble	S/Side	HAM	CD	59
24	50491	Upper Gage Ave.	at	N Mohawk Rd. (#801)	E/Side	HAM	AD	59
25	60010	Upper James St.	at	Monarch Rd.	N/W	HAM	AD	58
26	51012	Concession St.	at	East 13th St.	S/W	HAM	AD	57
27	51019	Concession St.	at	Upper Wentworth St.	N/Side	HAM	AD	57
28	51242	Fennell Ave. E.	at	Glenford Ave.	S/W	HAM	CD	57
29	72858	Greenhill Ave.	at	Mt. Albion Rd.	S/E	HAM	D	57
30	72674	Queenston Rd.	at	#770 Queenston	S/Side	HAM	D	57
31	50543	Upper Ottawa St.	at	Unsworth Dr.	N/E	HAM	D	57
32	50140	Upper Wellington St.	at	Stone Church Rd. E.	N/W	HAM	AD	57

TABLE 1

1996 PROPOSED TRANSIT SHELTER LOCATIONS
(City of Hamilton)

No.	Stop #	On Street		At Street	Corner	City	Shelter Type	Total Score
33	71424	Beach Blvd.	at	Van Wagner's Beach Rd.	N/W	HAM	D	56
34	72547	King St. E.	at	Wexford Ave.	N/E	HAM	AD	56
35	82640	Main St. W.	op	Binkley Rd.	S/Side	HAM	AD	56
36	50442	Upper Gage Ave.	at	Rymal Rd. E.	N/W	HAM	AD	55
37	60337	Upper Paradise Rd.	at	Rymal Rd. W.	N/E	HAM	AD	55
38	50325	Upper Sherman Ave.	at	Berko Ave.	S/E	HAM	AD	54
39	60141	West 5th St.	at	Stone Church Rd. W.	S/E	HAM	D	54
40	81003	Franklin Ave.	at	Longwood Rd.	N/W	HAM	D	53
41	82709	Hunter St. W.	at	Hess St. S.	N/E	HAM	D	53
42	70707	Gage Ave. N.	at	Beach Rd.	N/E	HAM	AD	52
43	72859	Greenhill Ave.	at	Mt. Albion Rd.	N/E	HAM	D	52
44	72872	Greenhill Ave.	at	Summercrest Dr.	N/E	HAM	D	52
45	60401	Sanatorium Rd.	op.	San Brow Building	N/Side	HAM	D	52
46	72261	Glow Ave.	at	Parkdale Ave. N.	N/E	HAM	D	51
47	72258	Glow Ave.	at	Parkdale Ave. N.	S/E	HAM	D	51
48	40017	Paramount Dr.	op.	Atlas St.	E/Side	STO	D	51
49	82526	Sterling St.	at	Haddon Street	S/W	HAM	AD	50
50	82414	Strathcona Ave.	op.	Lamoreaux St.	E/Side	HAM	D	50
51	60233	Garth St.	op.	#1440 Garth St.	E/Side	HAM	D	49
52	72582	Greenhill Ave.	op.	Monte Dr.	W/Side	HAM	D	49
53	50153	Upper Wellington St.	at	Brigade Dr.	S/E	HAM	D	49
54	81114	McMaster Service Rd.	at	Main St. Exit	S/W	HAM	D	48
55	50445	Upper Gage Ave.	at	Golden Gate Ave.	N/E	HAM	CD	47
56	50241	Upper Wentworth St.	at	Stone Church Rd. E.	S/E	HAM	AD	47
57	72226	Beach Rd.	at	Albemarle St.	S/W	HAM	D	46
58	80129	MacNab St. S.	at	Robinson St.	S/E	HAM	D	46
59	72584	Greenhill Ave.	at	Tasha Ct.	N/W	HAM	D	44
60	72152	Burlington St. E.	at	Parkdale Ave. N.	S/W	HAM	D	42
61	72374	Woodward Ave.	at	Melvin Ave.	N/E	HAM	AD	42
62	50243	Upper Wentworth St.	at	Balharbour Dr.	N/E	HAM	AD	42
63	50247	Upper Wentworth St.	at	Elite Dr.	S/E	HAM	AD	42
64	51115	Queensdale Ave. E.	op.	East 15th St.	N/Side	HAM	D	41

TABLE 1

1996 PROPOSED TRANSIT SHELTER LOCATIONS
(City of Hamilton)

No.	Stop #	On Street		At Street	Corner	City	Shelter Type	Total Score
65	n/a	Upper Sherman Ave.	at	Rymal Rd. E.	N/E	HAM	D	41
66	n/a	Upper Sherman Ave.	at	Rymal Rd. E.	N/W	HAM	D	41
67	71213	Woodward Ave.	at	Melvin Ave.	N/E	HAM	D	41
68	60133	Chester Ave.	at	West 5th St.	S/W	HAM	D	40

APPENDIX "A"

Source: Technical Manual for Bus Stops & Shelters H.S.R., Oct. 1989

18.0 TRANSIT SHELTER REQUESTS

During the course of a year, numerous requests for new transit shelters are received for various locations. Every requested location must be investigated by the bus stop administrator to determine if a shelter is warranted.

18.1 Analysis and Evaluation

At any given time, requests for new bus shelters will be received from Councillors, HSR customers, operators or activity centres such as senior citizen homes. Every request must be analyzed and evaluated to justify or reject possible locations.

This process is outlined on Figure 19 "Annual Bus Shelter Program - Analysis and Evaluation Process"

Figure 20 "Bus Shelter Installation Warrants - Relative Importance of Various Factors" outlines the total score that each variable may have and its impact on the total rating. As shown on the warrant sheet illustrated on Figure 21 "Warrants for Transit Shelter Installation", various factors are investigated and designated a rating which reflects the poor or good condition thereof.

The following factors are examined:

(a) Physical Aspects:
- a location that is completely exposed to the weather, for example on an open windswept corner lacking any protection from the weather
- a well lit area is preferred to deter vandalism
- the shelter should not be a sight obstruction; refer to sight distance criteria supplied by the City of Hamilton Traffic Department as illustrated on Figure 22.

(b) Passenger Usage:
- preference should be given to a well utilized stop

(c) Route Stability:
- if the route may be re-aligned within the next five years, any stop location that could be affected should be avoided
- if there are no foreseen re-alignments and no major alignments have occurred in recent history, it is desirable

(d) Customer Waiting Time:
- the greater the passenger waiting time between buses the better location for a shelter

- off peak headways, as opposed to peak headways, are the major determinant in this category due to the reduced frequency of service

(e) Land Use:
- as the density in the area surrounding a proposed shelter increases, the better the impact of the shelter on the neighbourhood

(f) Advertising Exposure:
- the shelter program is supported through revenues generated by the advertising within the shelter

In conjunction with the proposed shelter locations, existing shelters should be investigated to determine if replacements are required.

Upon completion of the analysis and evaluation phase, the new locations are prioritized based on the total scores as summarized on the warrant sheets. Locations with the highest totals are given top priority.

After selecting the locations where a new shelter will be installed, it may be necessary enter into an encroachment agreement with private property owners if a shelter cannot be placed entirely on public lands. Even though a location ranks high enough in the foregoing evaluation process, its installation may not be possible if there is insufficient road allowance width available and/or the property owner does not choose to permit an encroachment.

Depending upon the location, power hook-ups may be required to provide background lighting to the advertising panels. The bus stop administrator must conduct site visits with a representative of the following utility companies depending on the location:

(a) Hamilton Hydro
(b) Stoney Creek Hydro
(c) Dundas Hydro
(d) Ontario Hydro

FIGURE 19
ANNUAL BUS SHELTER PROGRAM
ANALYSIS & EVALUATION PROCESS

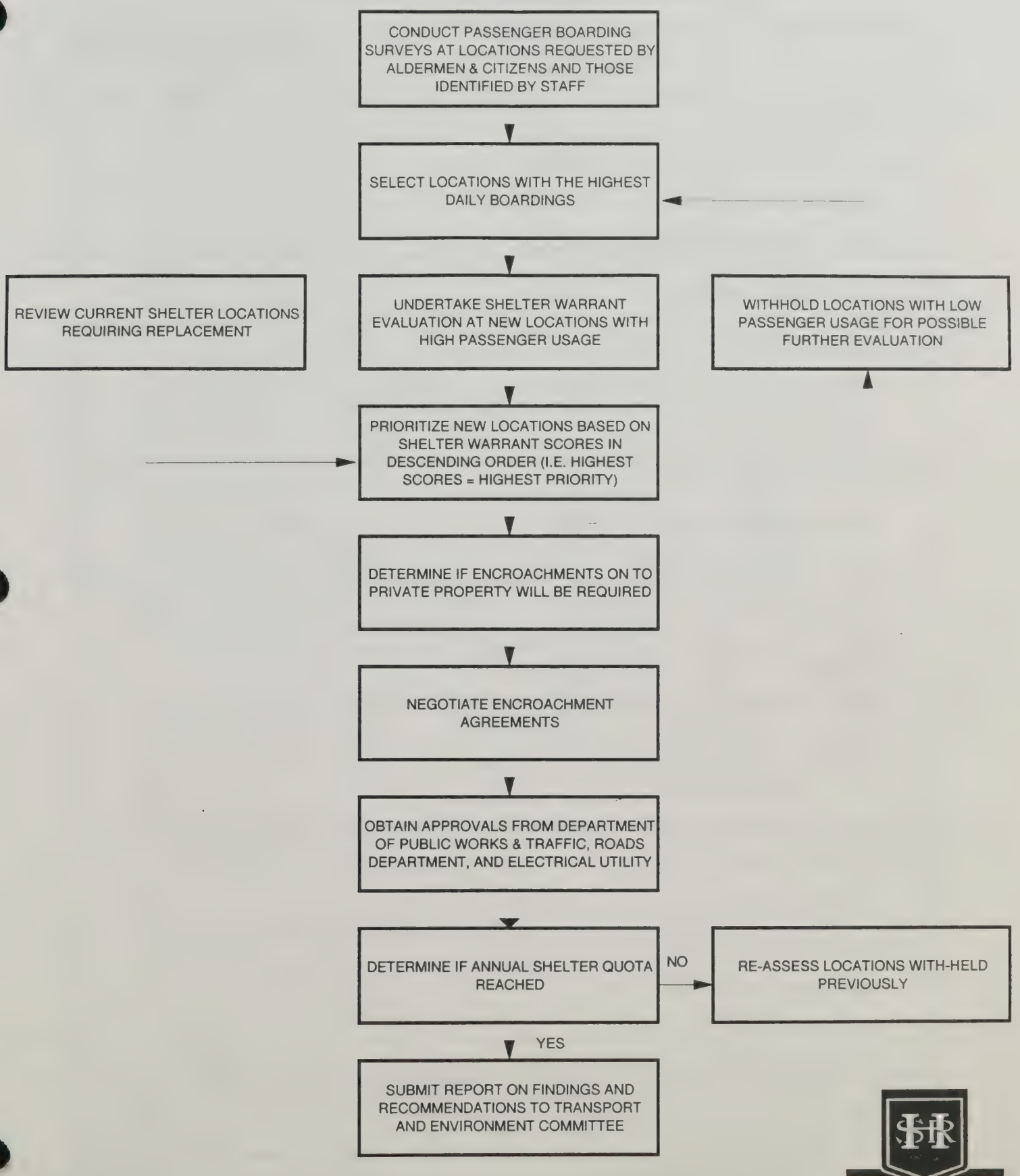


FIGURE 20
BUS SHELTER INSTALLATION WARRANTS
RELATIVE IMPORTANCE OF VARIOUS FACTORS

FACTOR	RELATIVE IMPORTANCE IN PERCENTAGE OF TOTAL POINTS	
A. PHYSICAL ASPECTS		
EXPOSURE TO WEATHER CONDITIONS	15%	
LIGHTING	5%	
SIGHT DISTANCE OBSTACLE	5%	
ALL PHYSICAL ASPECTS		*25%*
B. PASSENGER USAGE		
NUMBER OF BOARDING PASSENGERS	25%	
TOTAL USAGE		*25%*
C. ROUTE STABILITY		
ROUTE CHANGES IN NEXT 3 YEARS	50%	
YEARS ROUTE UNCHANGED	50%	
TOTAL STABILITY		*10%*
D. CUSTOMER WAITING TIME		
HALF OF HEADWAY - PEAK HOUR (DURING RUSH HOURS)	50%	
HALF OF HEADWAY - OFF PEAK HOURS	15%	
TOTAL LENGTH OF WAIT		*20%*
E. LAND USE	10%	
TOTAL LAND USE		*10%*
F. ADVERTISING EXPOSURE		
MINIMUM COMB* RATING : 7,000	10%	
RECORDED COMB RATING:		
* COMB - CANADIAN OUTDOOR MEASUREMENT BOARD		
TOTAL ADVERTISING EXPOSURE		*10%*
TOTAL (A TO F) ALL FACTORS		**100%**

HAMILTON STREET RAILWAY
MARKETING & CUSTOMER SERVICES DIVISION
TRANSIT SHELTER WARRANT SHEET

SURVEY DATE: _____ COMPLETED BY: _____ STOP NO.: _____

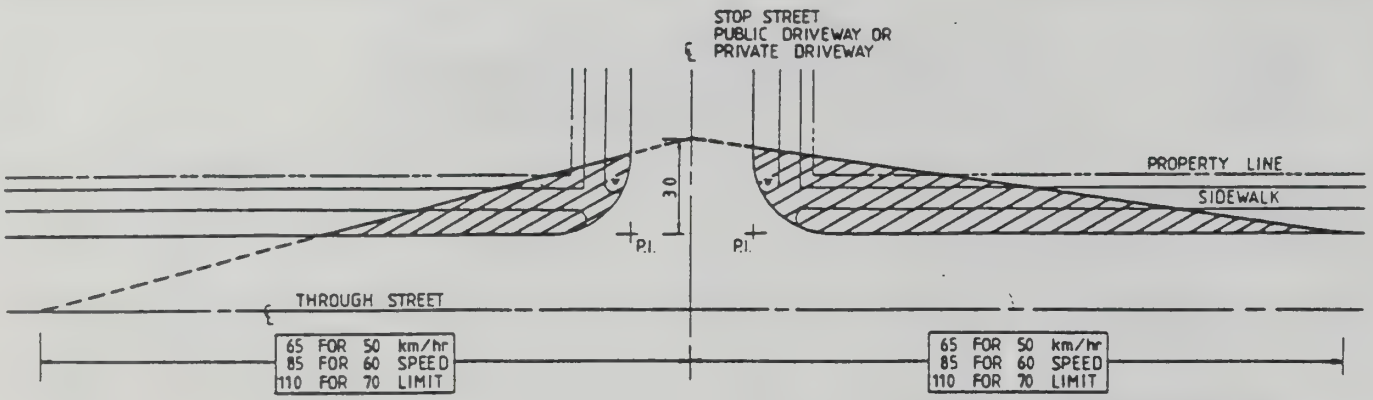
LOCATION: ON _____ SIDE; _____ AT _____

CORNER: _____ ROUTE(S): _____ DIRECT: _____ MUNIC.: _____

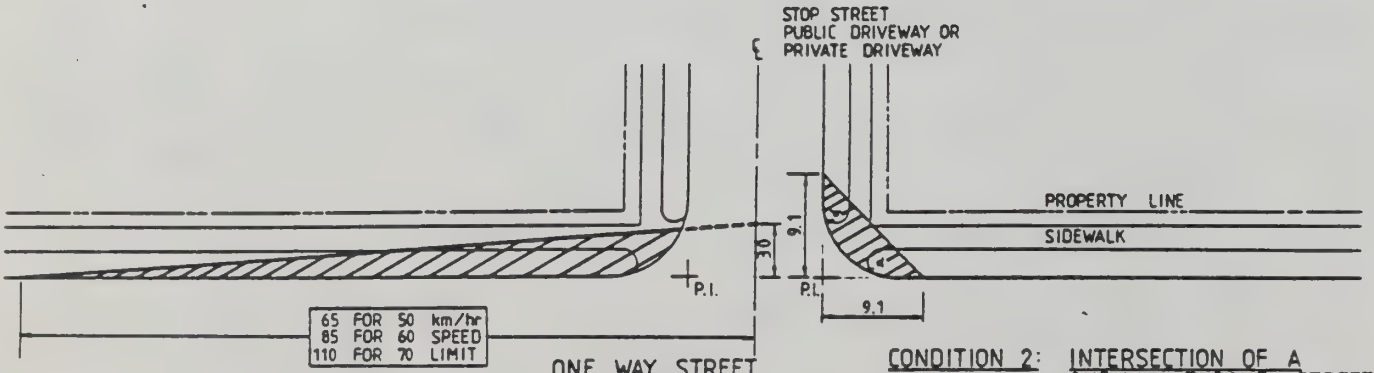
A.	PHYSICAL ASPECTS					
	EXPOSURE TO WEATHER	_____	FULL (15)	AVERAGE (10)	MINIMUM (5)	
	BUS STOP AREA LIGHTING	_____	GOOD (5)	POOR (0)		
	SIGHT DISTANCE OBSTACLE	_____	NO (5)	YES (0)		
B.	PASSENGER USAGE					
	NUMBER OF BOARDING _____ PASSENGERS PER DAY	_____	HIGH >100 (25)	HIGH/AVG 61-100 (20)	AVERAGE 41-60 (10)	LOW/AVG 21-40 (5)	LOW 0-20 (0)
C.	ROUTE STABILITY					
	ROUTE CHANGES IN NEXT 5 YEARS	_____	NO (5)	YES (0)		
	YEARS ROUTE UNCHANGED	_____	>20 (5)	20-5 (3)	<5 (0)	
D.	PASSENGER WAITING TIME		PEAK HOUR		OFF PEAK HOUR	
	HALF PEAK HOUR HEADWAY	_____	<2.0 (0) 2.1 - 4.0 (1) 4.1 - 6.0 (2)		<4.0 (0) 4.1 - 8.0 (3) 8.1 - 12.0 (6)	
	HALF OFF PEAK HOUR HEADWAY	_____	6.1 - 8.0 (3) 8.1 - 10.0 (4) 10.1> (5)		12.1 - 16.0 (9) 16.0 - 20.0 (12) 20.1> (15)	
E.	LAND USE IN NEIGHBOURHOOD	_____	UNDEVELOPED (0) INDUSTRIAL (5) RESID. SINGLE (7) RESID. MULTI (8) SCHOOL/CHURCH (8)		RETAIL (8) TRANSFER PT. (10) HOSPITAL (10) SENIORS HOME (10) PUBLIC BLDG. (10)	
F.	ADVERTISING EXPOSURE	_____	APPROACH SIDE GREATER THAN 7000 (10)		NON-APPROACH SIDE LESS THAN 7000 (0)	
	COMB* RATING - APPROACH SIDE - NON-APPROACH SIDE	_____ _____				
	TOTAL A. TO F.	_____				
G.	EASE OF IMPLEMENTATION					
	ENCROACHMENT REQUIRED MAJOR SITE EXCAVATION REQUIRED	_____ _____				
	CLEARANCES REQUIRED:					
	HBA BENCH REMOVAL REQUIRED:		YES	NO		
H.	OTHER CONSIDERATIONS					
I.	CONCRETE LANDING PAD REQUIRED		YES	NO		
			WIDTH:	LENGTH:		

* COMB - CANADIAN OUTDOOR MEASUREMENT BOARD
HBA - HAMILTON BENCH ADVERTISING, BENCH MUST BE REMOVED IF AN ADVERTISING DAYTECH IS INSTALLED

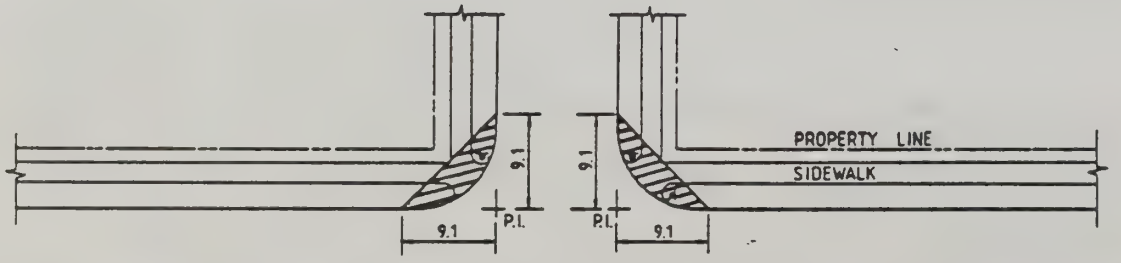
SITE INVESTIGATION DRAWING ON REVERSE



CONDITION 1: INTERSECTION OF A TWO-WAY THROUGH STREET WITH A STOP STREET OR DRIVEWAY



CONDITION 2: INTERSECTION OF A ONE-WAY THROUGH STREET WITH A STOP STREET OR DRIVEWAY



NOTE: ALL DIMENSIONS ARE IN METRES

CONDITION 3: INTERSECTION OF TWO STOP STREETS

LEGEND:

AREA WITHIN WHICH NO OBJECT OBSTRUCTING VISION SHOULD BE PLACED

STOP SIGN

NO.	REVISION	DATE	BY	APPROVED
0	REDRAWN FROM EXISTING DT 500. CONDITIONS 1 AND 2 REVISED	87-09-08	L.H.	

NOTES

APPROVALS

MANAGER OF OPERATIONS

DIRECTOR OF TRAFFIC SERVICES 1987 Sept. 10 YY MM DD

THE REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH

DIRECTOR OF TRANSPORTATION PLANNING

COMMISSIONER OF TRANSPORTATION YY MM DD

CITY OF HAMILTON TRAFFIC DEPARTMENT

FIGURE 22

STANDARD CRITERIA FOR EVALUATION OF SIGHT LINES

SCALE : N.T.S.

DRAWN: L. HARVEY

CHECKED:

DATE: 1987 : 09 : 08

18.2 Approval Process

Upon completion of the analysis and evaluation process and the shelter locations have been selected, it is necessary to seek approval, dependent upon the municipality within which the shelter is proposed to be located, from one of the following:

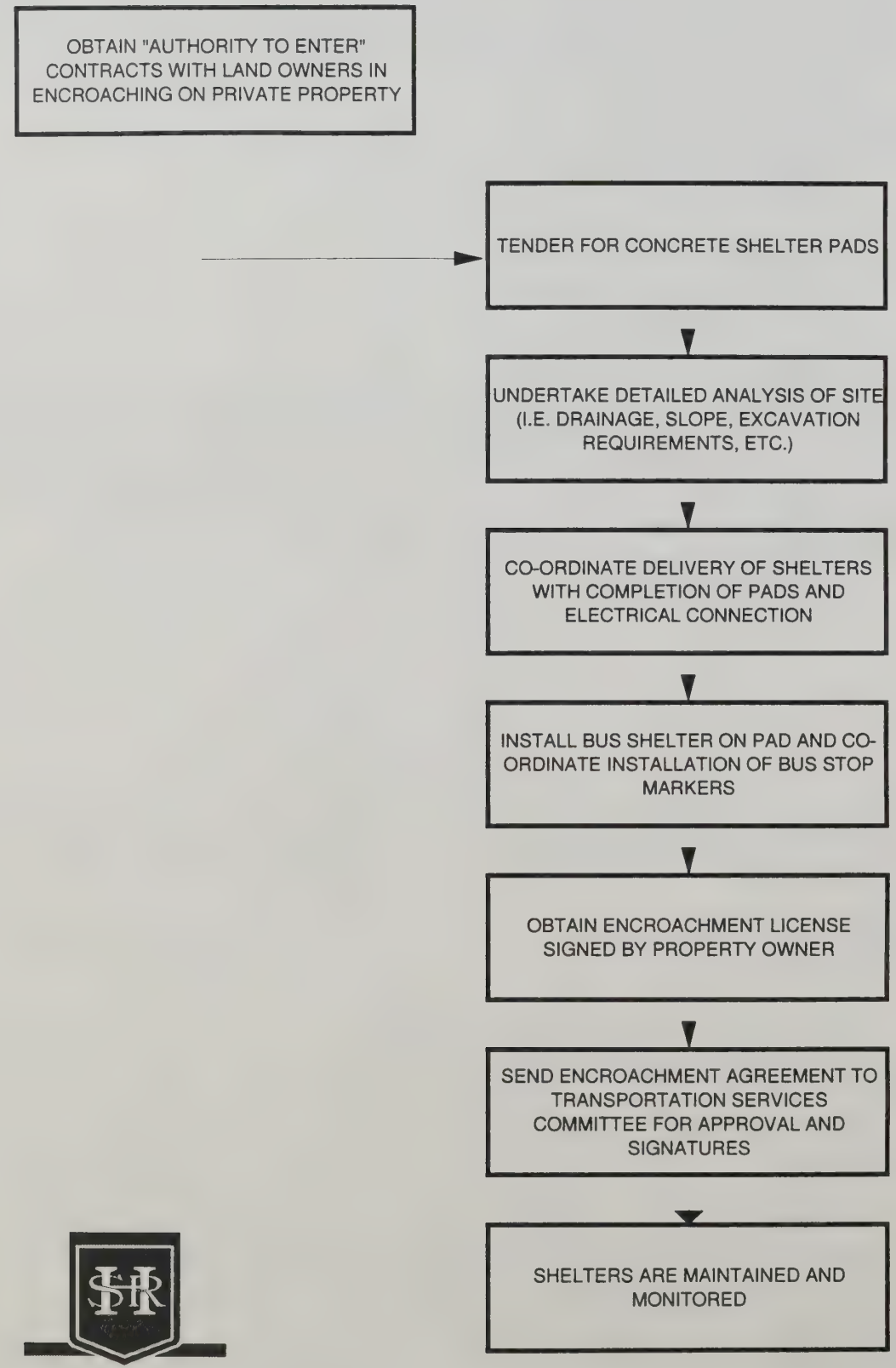
(a) City of Hamilton:
- Transport and Environment Committee
- City Council

(a) City of Stoney Creek:
- Engineering Committee
- City Council

(a) Town of Dundas:
- Planning & Development Committee
- Town Council

(a) Town of Ancaster:
- Town Engineer
- Town Council

FIGURE 24
ANNUAL BUS SHELTER PROGRAM
IMPLEMENTATION PROCESS



3(iii)(b)

CITY OF HAMILTON

-RECOMMENDATION-

DATE: 1996 August 13
E220-1700, M.J.Inrig

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of public Works and Traffic
Department of Public Works and Traffic

SUBJECT: **Payment of Outstanding Servicing Costs Under Land Division Committee Application B-96:1, 607 Queen Victoria Drive, Hamilton** (R-96-40)

RECOMMENDATION:

That the request of the owner of 607 Queen Victoria Drive for relief from payment of servicing costs imposed under Land Division Committee Application B-96:1 be denied.

J.D.Thoms
Commissioner
Regional Environment Department

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The amount previously paid by the City for land and servicing costs totals $ 43,682.85. This sum comprises $ 3,944.40 (servicing) and $ 4,717.60 (land) on Queen Victoria Drive and $ 19,770.90 (servicing) and $ 15,249.95 (land) on Loconder Drive. Recovery of servicing and land costs by the City as a condition of Land Division Approval is consistent with normal City cost recovery policies. If the City were to accommodate the owner's request for relief from payment of these costs, then these costs would have to be absorbed by the City.

Cont'd...

Payment of Outstanding Servicing Costs Under Land Division Committee Application B-96:1, 607 Queen Victoria Drive, Hamilton (R-96-40)

Cont'd...

BACKGROUND:

The lands of 607 Queen Victoria Drive are located east of Upper Gage Avenue and north of Stone Church Road East in the Quinndale Planning Neighbourhood.

The owner of the lands at 607 Queen Victoria Drive is Hamilton Habitat for Humanity which is a charitable organization affiliated with Habitat for Humanity International. It is our understanding that this organization intends to construct a single family home for a recipient family through the use of volunteer labour and for no profit.

To this end, the owner has made application to the City for consent under land severance to create two lots (see Appendix "A"), one for a single family dwelling at the corner of Queen Victoria Drive and Loconder Drive, the other on Loconder Drive to have a holding provision placed on the lot as a condition of Zoning Approval as it has insufficient lot depth. Removal of the holding provision is conditional upon the owner acquiring the necessary lands at the rear of this lot to meet the zoning requirement for lot depth. At that time, the Loconder Drive lot will have potential for creation of three single family residential lots. As a condition of severance approval, the owner is required to pay their share of servicing and land costs to the City on Queen Victoria Drive and Loconder Drive. The City has previously paid these costs when " Loconder Gardens " plan of subdivision was developed (see Appendix "B").

On 1996 August 9 City staff received correspondence (copy attached) from the Owner objecting to payment of servicing and land costs, as a condition of their development application, arguing that the costs are excessive, thus making development of the lands economically unfeasible. They have asked to appear before the Transport and Environment Committee to discuss this matter. A similar request has been made to the Region, by the owner, regarding payment of outstanding servicing costs ($ 42,133.19) for sewers and watermains. Although the outstanding servicing costs seem excessive for the two (2) lots being created at this time, the potential for the lands is four (4) lots, thus making the outstanding costs for each lot ($ 10,920.13) more reasonable.

To give some background, the lands at 607 Queen Victoria Drive are part of the original ownership of lands of Loconder Gardens draft plan of subdivision (see Appendix "C"). Due to the way in which the developer chose to phase the subdivision lands, the lands at 607 Queen Victoria Drive have remained as a remnant piece. This is part of the reason why the servicing costs appear excessive for 607 Queen Victoria Drive. Corner lots are more expensive to develop, due to the flankage costs, however, developers compensate by proportioning the extra cost evenly, over all the lots in the subdivision to keep the cost of each corner lot reasonable. The developer for Loconder Gardens did not do this.
Cont'd...

Payment of Outstanding Servicing Costs Under Land Division Committee Application B-96:1, 607 Queen Victoria Drive, Hamilton (R-96-40)

Cont'd...

Another reason why development costs at 607 Queen Victoria Drive are so high, is that land costs for the road allowance on Loconder Drive and Queen Victoria Drive were paid to the developer of the subdivision by the City at the time of development of these roads. Normally, land is dedicated to the City at no cost for roadways as a condition of development approval. In some cases, however, the City must acquire land in order to implement an approved road pattern for a neighbourhood. As the owners are not tied into any development application and are unwilling to dedicate the lands without compensation the City must pay market value for the lands it acquires. In these cases, development costs are always higher due to the recovery of land cost by the City. Again, it is the decision of the land owner which determines whether or not there will be land costs, not the City. In this instance, the previous owner has already been paid for the road allowance which is normally dedicated at no cost, and the City is now recovering those costs.

To summarize, it was decisions made by the land owners through phasing of the subdivision and compensation of lands for roadways that has caused a situation where normal recovery of servicing costs on the subject lands appear excessive. In the opinion of staff, the City should not have to absorb these costs in order to accommodate decisions made by the land owners.

It should be noted that the lands at 607 Queen Victoria Drive are in tax arrears for the past two years. A potential down side in denying the applicant's request for relief of servicing costs, is that the lands would most likely remain vacant, undeveloped, and with taxes outstanding. If this were to continue over the next two years, which is quite likely in the current market, the City could ultimately take title to the property, if it is not sold through the tax sale process.

Should the Committee decide to grant the request of the applicant, the following recommendations would be appropriate:

(a) That the request of the owner of 607 Queen Victoria Drive for relief from payment of servicing costs imposed under Land Division Committee Application B-96:1 be approved.

(b) That the Treasurer be instructed to identify a source of funding.

MJI:
cc: A. Ross, Treasury Department
L. King, Building Department

Hamilton Habitat for Humanity
Building Homes - Building Hope

August 6, 1996

Mr. Len King
City of Hamilton
Building Department
71 Main Street West
Hamilton, Ontario
L8N 3T4

RE: 607 Queen Victoria Drive
Excess Services Charges

Dear Sir;

As the owners of the above noted property we have been made aware of outstanding service charges on the property through an application to the Committee of Adjustment for consent. It would appear that the one foot reserve has servicing charges associated with it from both the City and the Region.

These charges make development of the lands economically unfeasible. On this basis we are requesting that this matter be discussed at the August 19, 1996 meeting of the Transport and Environment Committee.

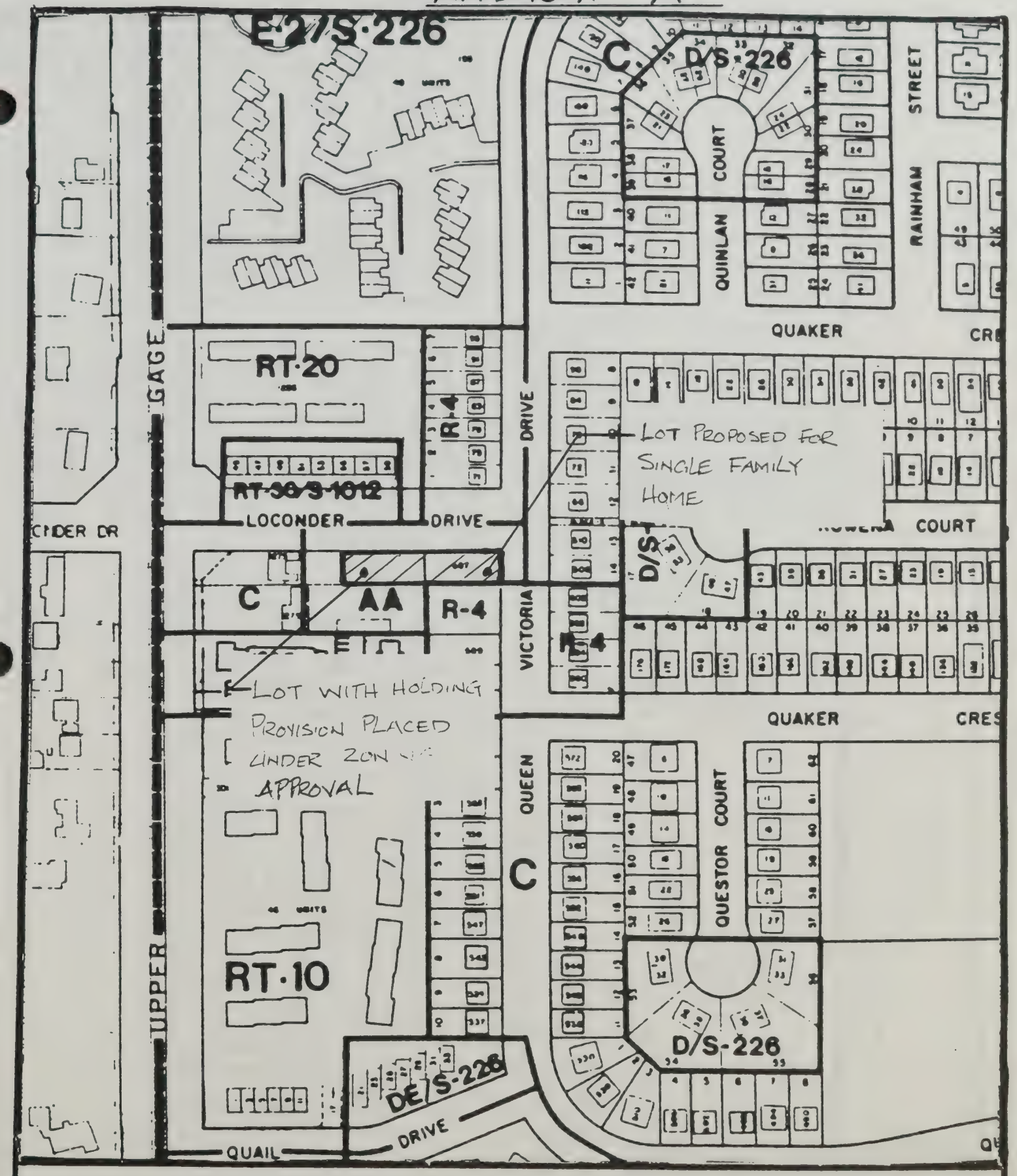
I will be available to speak to this issue at the meeting and look forward to a positive response to our request.

Yours Truly

Norm Westbury, Chairman

255 West Ave. N., Hamilton, Ontario L8L 5C8 (905) 528-6404
Mailing address: P.O. Box 443, LCD #1, Hamilton, Ontario L8L 7W9

APPENDIX "A"



KEY PLAN

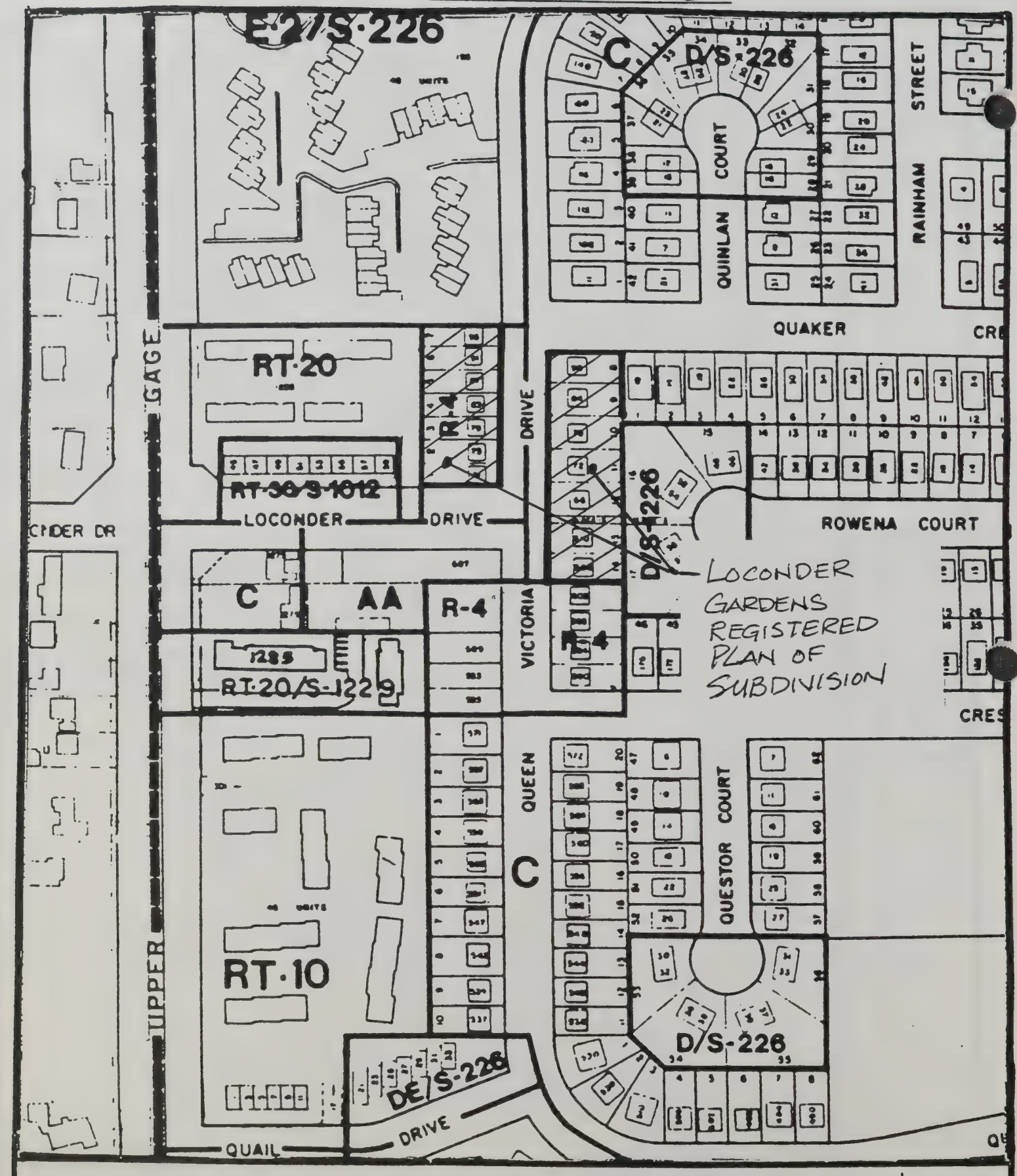
NTS

NORTH

QUINNDALE

APPROVED PLAN

APPENDIX "B"



KEY PLAN

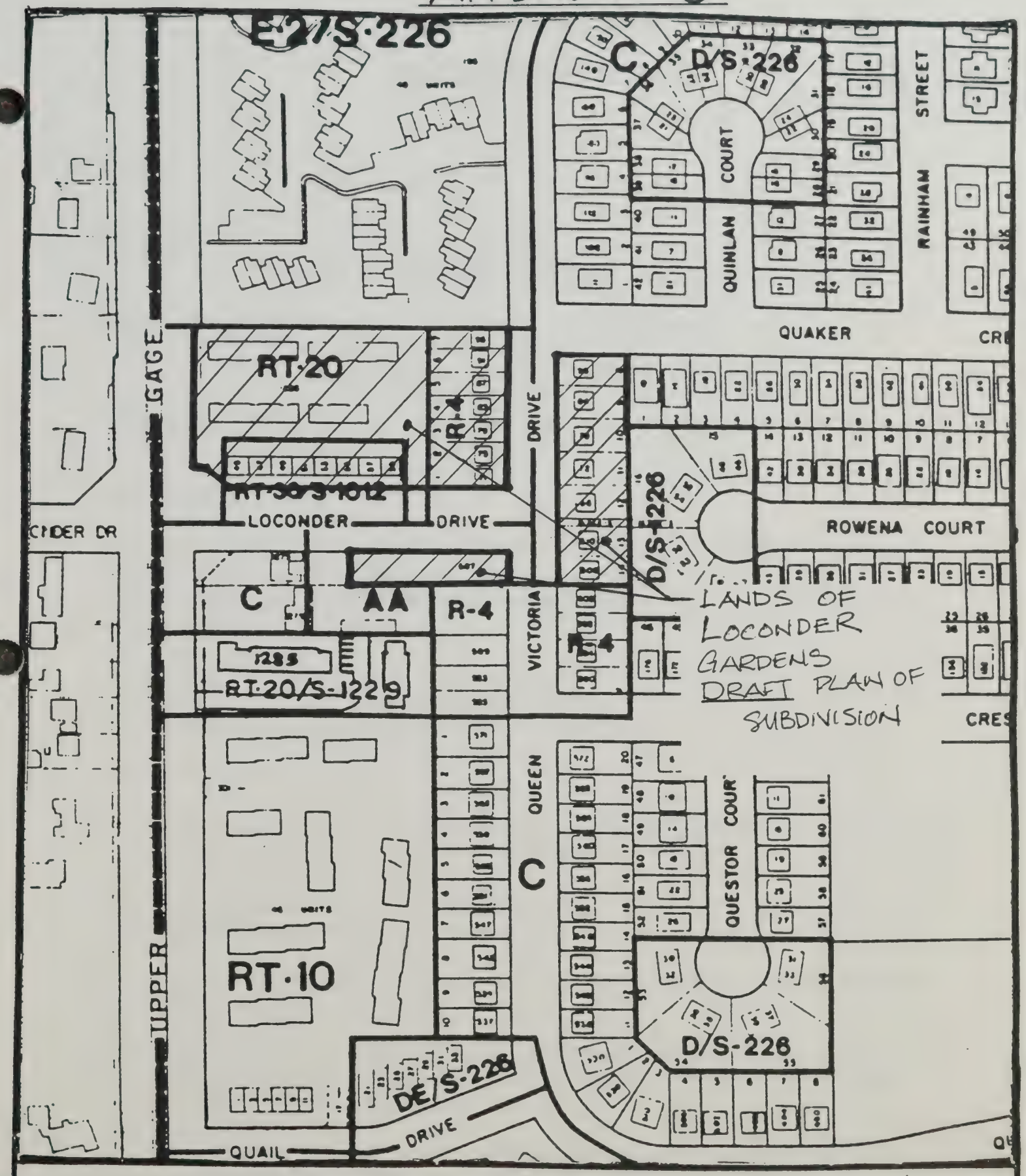
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NORTH

QUINNDALE

APPROVED PLAN

APPENDIX "C"



KEY PLAN

NTS

QUINNDALE

APPROVED PLAN

CITY OF HAMILTON

- RECOMMENDATION -

3(iii)(c)

DATE: 1996 August 9
T103-63(A) V. Zingaro

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Proposed Bench Advertising Agreement (R-96-39)

RECOMMENDATION:

That Hamilton Bench Advertising Limited (585 Main Street East, Hamilton, L8M 1J4) be permitted to place advertising benches on City Road Allowances for a ten year period, with revenue to the City of Hamilton, credited to Unclassified Revenue Account Centre 75001 for the following amounts exclusive of GST:

The greater of:
i) An annual fee of $70.00 per advertising face per year or
ii) 5% of the advertising revenue per year

subject to the following conditions:

a) That an Agreement be entered into between the City of Hamilton and Hamilton Bench Advertising Limited in a form satisfactory to the City Solicitor.

b) That the applicant provide an alphabetical street name inventory, defining where all benches are placed on the road allowance.

c) That the applicant provide, at the time of each annual payment, a map indicating the location of each bench.

d) That the applicant provide $5,000,000 public liability insurance, naming the City as an added insured party, and saving the City harmless from all action, interests, claims, demands, costs, damages, expenses, and loss.

e) That the Mayor, City Clerk and Treasurer be authorized and directed to execute the Agreement on behalf of the City.

f) That no benches with advertising be placed in the City of Hamilton's "Downtown Area" bounded by and including Main Street and Wilson Street, and Bay Street and Wellington Street; however such restriction shall not apply to benches for charitable

organizations or for benches without advertising.

g) That no benches with advertising be placed at bus stops with transit shelters where advertising is on the transit shelter; however such restriction shall not apply to benches for charitable organizations or for benches without advertising.

h) That the applicant be permitted to install a maximum of 500 large benches with advertising faces and 500 small benches with no advertising at locations determined by the following criteria:

i) No bench shall be placed in such a manner as to obstruct pedestrian traffic and in no case shall it be placed on a sidewalk having a width of 2.0m or less.
ii) No bench shall be placed within 6.0m of any fire hydrant.
iii) No bench shall be placed so as to interfere with or obstruct any street maintenance operation, and in no case shall a bench be within 11.0m of a bus stop during the months of December to April inclusive.
iv) Benches shall not be installed until prior approval of each bench location is received from the Commissioner of Transportation (Region), and in all commercial areas, benches shall not be installed without first obtaining the approval of the Neighbourhood Business Association. All benches shall be maintained to the satisfaction of the Commissioner of Transportation (Region).

i) The Applicant shall make available to the City 5% of the benches for local service organizations who will be responsible for the cost of the artwork only.

for E. M. Gill, P. Eng.
Senior Director
Roads Division

D. Lobo
Commissioner
Public Works and Traffic

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendations"

BACKGROUND:

The City of Hamilton has held previous bench advertising agreements, since 1987 with Hamilton Bench Advertising. In 1990, the Regional Roads Department advertised for bids on a contract to place benches on City/Regional road allowances. Hamilton Bench Advertising Limited was the only company to bid on the contract, and they bid only on the option as

described below.

This option required the following:

A i) Bench Type: Current benches with large advertising.
Location a) in commercial and industrial districts
b) public places - facing out to the street

ii) Bench Type: Benches with discreet advertising in the form of a plaque (e.g. this bench donated by ...).
Location: a) residential neighbourhood
b) facing designated architectural and/or historical structures

iii) Bench Type: No advertising
Location: a) facing into parks

B That for every 6 benches with advertising, 2 benches with no advertising must be supplied.

Hamilton Bench Advertising has approached the City/Region for the purpose of renewing the past bench advertising agreement as stated above with the exception of the type of bench that they wish to use. Hamilton Bench Advertising has been working successfully with a new Streetscaping program in other municipalities for several years and is the only major bench supplier in Ontario. The versatility of the new modular units allows them to be arranged to fit almost any site. As well these new units are attractive streetscaping and durable to stand up to a hostile environment.

In 1995, as a test project, the Hamilton Bench Advertising Company installed the newer modular (Plastic)/waste receptical/bench and advertising panel on the north side of King St. W., 29 metres west of the west curbline of James St.. The modules are bolted to the sidewalk. The City/Region received drawings of the modules and details of their assembly. The purpose of this test installation was to evaluate the esthetics and functionality of these new modular bench units.

The trial bench located at King and James Streets has been positively received by HSR customers and staff is not aware of any problems with the bench design or materials. HSR has also requested that the bench installation agreement be amended to include all area municipalities, since they receive requests from customers using suburban bus routes. Consequently HSR has expressed interest to continue the co-operative association with Hamilton Bench Advertising so as to expedite the introduction of these new "next generation" of recycled plastic advertising and non-advertising benches and to add them to the inventory of benches permitted on City Roads in the City of Hamilton at suitably located bus stops.

Proposed Bench Agreement
Cont'd ....

Garbage Collection

Regional staff discussed with the Public Works and Traffic Department and HSR the topic of garbage collection from the benches that will have a garbage receptacle. Public Works stated that if the benches were located on their existing garbage collection routes they would do the collection at no cost to the City/Region. Furthermore, HSR would arrange for the garbage collection at transit shelters that are not on the Public Works collection routes.

Hamilton Bench Advertising has requested the renewal of the existing contract for a period of ten years instead of the four years used previously. This longer period for the agreement is to justify their investment and allow a realistic period for the payback period to occur. The previous agreement with minor revisions is acceptable to Hamilton Bench Advertising. The Applicant agrees to make available to the Region 5% of the benches for local service organizations who will be responsible for the cost of the artwork only.

Hamilton Bench Advertising Limited has had the bench contract with the City of Hamilton and the Region for the past 7 years and we have found them to be most co-operative in all aspects of the bench program. In summary our working relationship with the Hamilton Bench Advertising Limited has been satisfactory and we recommend them as the contractor to place the new modular/plastic advertising benches on City Road Allowances.

VMZ:vmz

cc: R. Morrow, Mayor
cc: A. Ross, Treasurer
cc: J. Schatz, City Clerk
cc: B. O'Brien, Director Transportation Services, HSR
cc: D. Lobo, Commissioner Public Works and Traffic

REGIONAL MUNICIPALITY OF HAMILTON-\

4.

Office of the Clerk

Rober
Micha

OFFICE OF THE CITY CLERK
JUL 18 1996
REC. BY ..... DATE
REF'D. TO ..... DATE
REF'D. TO KC DATE
REF'D. TO ..... DATE
ACTION: F.Y.A.

July 17, 1996

Mr. J. Schatz, Clerk
City of Hamilton
71 Main Street West
Hamilton, Ontario L8N 3T4

Dear Mr. Schatz:

The following item in Transportation Services Committee Report 9-96 was received for information by Regional Council at its meeting held on Tuesday, July 16, 1996:

(e) Annual Planting and Maintenance of Flowers (RDS 96-024(a))

Report RDS 96-024(a) respecting "Annual Planting and Miantenance of Flowers" was received. The Committee directed that a copy of Report RDS 96-024(a) be circulated to the Area Municipalities for comments, and a report brought back to the Committee."

In accordance with the above direction, enclosed is a copy of Report RDS 96-024(a) for your review and coamments.

Should you have any questions with respect to the above matter, please do not hesitate to contact me at 546-2604.

Yours truly

Carolyn Biggs
Legislative Assistant

:cab.
Encl.

c.c. L. D. Turvey, Commissioner of Transportation
E. M. Gill, P.Eng., Senior Director, Roads Division

119 King Street West, 15th Floor
P.O. Box 910
Hamilton, Ontario L8N 3V9

Tel. (905) 546-4154
Fax (905) 546-2546
TDD (905) 522-1787

4.7

REGION OF HAMILTON-WENTWORTH

- RECOMMENDATION -

DATE: 1996 June 28
G54-05 T113-15 T. Gill

REPORT TO: Chairman and Members
Transportation Services Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Division

SUBJECT: Annual Planting and Maintenance of Flowers
RDS 96-24a

RECOMMENDATION:

a) That the policy entitled, "Enhanced Streetscaping/Beautification Program on Regional Road Allowances" (ENG 91-508), adopted by Regional Council on 1991 November 5, as item 12 of Engineering Services Committee Report 19-91, be deleted in its entirety and replaced with the following in lieu thereof, effective 1997 January 1:

Regional Streetscaping Program

i) That the Commissioner of Transportation be authorized and directed to annually maintain a Capital Budget account for Annual Streetscaping, for all streetscaping and landscaping components of capital projects, and for specific streetscaping projects requested annually by the Area Municipalities, subject to iii) below.

ii) That the Annual Streetscaping account contain the equivalent of 1.25 percent of the construction value of eligible Regional road projects, plus an amount equal to the estimated cost of constructing the specific projects requested annually by the Area Municipalities, subject to iii) below.

iii) That the Area Municipalities be responsible for the annual planting and maintenance costs of all flowers, annuals, and perennials, not including grass and suitable trees and shrubs.

Cont'd...2

b) That existing islands, medians, and boulevards which have been converted for annual plantings, which do not have automatic irrigation systems, and which could be retrofitted cost-effectively, based on the lifecycle cost of the irrigation system versus annual savings, be retrofitted by the end of 1997 in order to reduce the annual maintenance costs for the Area Municipalities.

c) That the Area Municipalities be so advised.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

An amount of $260,000 is included in the Region's 1996 Current Budget for maintenance of islands and medians planted in flowers. An equal amount is budgeted at the area municipal level, in keeping with 50/50 cost sharing for flower maintenance. Private sector donations for planting and maintenance of flowers in specific locations have also been solicited and received by the City of Hamilton.

An amount of $215,000 is included in the Region's 1996 Capital Budget for tree planting, urban design features, and the provision of irrigated medians and islands, which amounts to 1.25 percent of the capital cost of eligible projects. Committee of the Whole also approved a recommendation that the 1.25% could be increased to 2.5% for projects, subject to the availability of funds within the roads program.

If maintenance becomes the sole responsibility of the Area Municipalities, the net impact on the Regional taxpayer will be zero, with the Regional levy dropping by $260,000, and the Area Municipality levies increasing by $260,000. At present, all of the Regional funding supports projects within the City of Hamilton.

The annual maintenance cost of an irrigated island is approximately $60/sq.m., and for a non-irrigated island, approximately $96/sq.m. Conversion to irrigation for those islands where retrofitting is cost-effective, based on the lifecycle of the irrigation system, would reduce annual maintenance costs.

Cont'd...3

SUSTAINABLE COMMUNITY IMPLICATIONS:

(Vision 2020, adopted by Regional Council as their vision for the future of Hamilton-Wentworth, embodies the concept of a sustainable community which is an equal balance of the economy, the environment, and social/health factors in all regional decision-making.)

Community opinion is somewhat divided on the relative merits of the cost of maintenance vs. the community benefits of providing floral displays in traffic islands and medians, but there is consensus that the floral displays look great. One benefit of the Area Municipalities being accountable for all annual costs is the potential for them to aggressively promote corporate sponsorships or planting and maintenance of certain locations by community groups, in order to substantially offset the direct cost to the taxpayer.

BACKGROUND:

The existing policy for the Enhanced Streetscaping (Beautification) Program on Regional Road Allowances (attached) was adopted by Council on 1991 November 5. The policy set out that the Region would provide capital funding for both stand-alone projects and for areas within construction projects, and that the Region would cost-share 50/50 with area municipalities on operating/maintenance costs. At the time, the Region's share was $40,000 for annual maintenance. Since that time, the following has occurred:

- Funding for capital and operating budgets has been cut substantially.
- The Region's 50 percent share of annual maintenance has increased to $260,000.
- TSC and Regional Council have indicated clearly at budget time that they do not wish to see the cost of the program escalate further.
- Planted islands with irrigation systems are still being constructed in several stand-alone locations, and as part of major reconstruction jobs, and which will have to be planted and maintained in future years.
- The City of Hamilton has moved aggressively to obtain sponsorships and financial support for the streetscaping program.

Staff recommend that the accountability and responsibility for delivering capital construction to support streetscaping and beautification rest with the Region, and that the accountability and responsibility for identifying proposed stand-alone locations and for all annual plantings and maintenance rest with the Area Municipalities. The benefits of this approach are:

- Clear accountability for programming of streetscaping improvements through one Council, at the Area Municipal level
- Opportunities to solicit sponsors, even before islands are retrofitted, without the potential for two jurisdictions going after the same sponsors
- Clear budget approvals and tracking and one project/one account
- Clear jurisdiction - Regional Roads for construction of streetscaping features within construction projects and of standalone projects as directed by the Area Municipality, and Area Municipalities for annual planting and maintenance of the flower beds.

It is recommended that the changes take effect in 1997. The proposals have been discussed with staff of the affected Area Municipalities.

12. **Enhanced Streetscaping (Beautification) Programme on Regional Road Allowances (ENG 91-508)**

a) That the Commissioner of Transportation/Environmental Services be authorized and directed to establish an Annual Streetscaping Programme on Regional Road Allowances to be included in the Regional Capital Budget associated with both new construction projects and specific locations as approved by Regional Council;

b) That the Annual Streetscaping Programme include but not be limited to such items as tree plantings, perennial plantings, annual plantings, raised planters, and urban design features;

c) That Regional Capital Road Project Budgets include an amount equivalent to, two and one-half percent (2½%) of the construction value, to be contained in the Annual Streetscaping Programme account;

d) That this programme be implemented through the Regional Annual Construction Programme with one hundred percent (100%) of the initial cost of the installations being borne by the Region, subject to item e) below;

e) That where perennial and annual plantings are agreed to between the Region and Area Municipality, the Region accept the responsibility for fifty percent (50%) of the annual maintenance cost for these plantings provided that the area municipality also accept fifty percent (50%) of the responsibility for the annual maintenance cost;

f) That the Commissioner of Transportation/Environmental Services be directed to include a current budget programme enhancement for the Region's share of the annual maintenance of the streetscaping items associated with this Annual Streetscaping Programme for consideration in the 1992 Current Budget, estimated to be $40,000 in 1992;

g) That this report be forwarded to each Area Municipality for their review and comments. Item 4.20

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1996 August 19
9:30 o'clock a.m.
Room 233, City Hall

A G E N D A

A. ADOPTION OF THE MINUTES

(i) Adoption of the Minutes of the Transport and Environment Committee Meeting held 1996 July 4.

(ii) Adoption of the Minutes of the Special Transport and Environment Committee Meeting held 1996 July 9.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

TRAFFIC DIVISION

i. **Parking Regulations**

(a) Hess Street South between Bold Street and Hunter Street West

(b) No. 284 Grosvenor Avenue North - Request to Shorten an Existing Reserved "Permit Parking" Space for a Disabled Resident

(c) Simcoe Street West between MacNab Street North and Bay Street North

(d) Hunter Street West between Locke Street South and Pearl Street

(e) Dana Drive and Norrie Avenue

(f) East Side of Berkindale Drive, south of Roxborough Avenue

(g) Roxborough Park Public School, 20 Reid Avenue North - Request for a Wheelchair Loading Zone

(h) No. 103 Ravenbury Drive - Request to Remove a Wheelchair Loading Zone

(i) No. 165 Fairfield Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(j) No. 493 Ferguson Avenue North - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(k) No. 212 East Avenue North - Request to Remove the Existing "No Parking, 8:00 a.m. to 6:00 p.m., Monday to Friday" Regulation

(l) Depew Street between Beach Road and Gertrude Street

(m) South side of Chedmac Drive

(n) West 32nd Street between Bendamere Avenue and Elmwood Avenue

(o) No. 664 Upper Wentworth Street - Request to Modify the Existing Wheelchair Loading Zone

(p) No. 333 Fairfield Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(q) No. 177 Fairfield Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(r) Stanley Avenue between Dundurn Street South and MacDonald Avenue

(s) No. 301 Cumberland Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(t) Tom Street between Dundurn Street North and Breadalbane Street - Parking Regulations, and No. 80 Tom Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(u) No. 260 Tragina Avenue North - Request for a Reserved "Permit Parking" Space for a Disabled Resident

ii. **Intersection Control**

(a) Intersections of Broughton Avenue and Grayrocks Avenue and Broughton Avenue and Ossington Avenue

(b) Intersection of Kingsway Drive and John Street South

(c) Intersection of Roanoke Road and Paradise Road North

(d) Intersection of Tia Drive and Nugent Drive

iii. **School Crossing Guards**

(a) Courtland Avenue and Stone Church Road West - School Crossing Guard

(b) Inverness Avenue and Upper Wellington Street - School Crossing Guard

(c) Barons Avenue North and Britannia Avenue - School Crossing Guard

(d) Upper Gage Avenue and Thorley Drive - School Crossing Guard

(e) Concession Street and East 36th Street - School Crossing Guard

iv. CITY ENGINEER

1996 Servicing Expenditures Related to Subdivisions

C. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

Thursday, 1996 July 4
9:30 o'clock a.m.
Room 233, City Hall

2(A)(i)

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Alderman M. Kiss
Alderman B. Morelli
Alderman G. Copps
Alderman C. Collins
Alderman T. Jackson
Alderman F. D'Amico

Absent: Alderman V. J. Agro, Vice-Chairman, City Business
Mayor R. M. Morrow, City Business

Also present: Alderman B. Charters
Ms. B. Price, Hamilton Safety Council
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. D. Lobo, Commissioner of Public Works and Traffic
Mr. C. Firth-Eagland, Public Works and Traffic Department
Mr. M. Hazell, Public Works and Traffic Department
Mr. R. Meiers, Public Works and Traffic Department
Mr. D. Powers, Law Department
Mr. T. Gill, Roads Department
Mr. B. O'Brien, H.S.R.
Mr. E. Chajka, Roads Department
Mr. T. DiSilvestri, Rymal Estates
Mr. G. Lethbridge, Emmanuel United Church
Mr. B. Thompson, Emmanuel United Church
Ms. D. Woehl, Rapallo Drive
Mr. G. Dendekker, Rapallo Drive
Mr. Wm. Lovatt, Rapallo Drive
Mr. J. Dinicolantonio, Rapallo Drive
Mr. K. C. Christenson, Secretary

1. **CONSENT AGENDA**

A. **ADOPTION OF THE MINUTES**

The minutes of the Transport and Environment Committee meeting of 1996 June 17 were adopted as circulated to the Members.

B. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

i. **Parking Regulations**

(a) **South Side of Linden Street between Cavell and Lincoln Street**

The Committee was in receipt of a report dated 1996 June 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking" regulation on the south side of Linden Street between Cavell Avenue and Lincoln Street be revised to allow unrestricted parking on the south side from a point 58 feet west of Lincoln Street to a point 41 feet westerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **North Side of Young Street, west of West Avenue South**

The Committee was in receipt of a report dated 1996 June 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the north side of Young Street commencing at a point 39 feet west of West Avenue South and extending to a point 20 feet westerly therefrom be removed and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **No. 17 1/2 Somerset Avenue**
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated 1996 June 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Somerset Avenue commencing at a point 279 feet east of Sherman Avenue North and extending to a point 17 feet easterly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Jean Grills, No. 17 1/2 Somerset Avenue.

ii. **Miscellaneous**

(a) **Neighbourhood Watch Program for the Fessenden Neighbourhood**

The Committee was in receipt of a report dated 1996 June 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the Fessenden Neighbourhood be designated as a Neighbourhood Watch Area; and,

(b) That Neighbourhood Watch signs for the Fessenden Neighbourhood be erected and maintained by the Department of Public Works and Traffic, as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department; and,

(c) That the necessary funds be charged to Account No. CH55301 75030 (Neighbourhood Watch Program).

(b) **No. 321 West 2nd Street**
Request for a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1996 June 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Wheelchair Loading Zone, 24 hours a day, seven days a week" regulation be implemented on the east side of West 2nd Street commencing at a point 141 feet south of South Bend Road West and extending to a point 23 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **No. 155 Parkview Drive**
Request for a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1996 June 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Wheelchair Loading Zone, 24 hours a day, seven days a week" regulation be implemented on the west side of Parkview Drive commencing at a point 59 feet north of Franklin Avenue and extending to a point 19 feet northerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) **Neighbourhood Watch Program**
for the Riverdale West Neighbourhood

The Committee was in receipt of a report dated 1996 June 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the Riverdale West Neighbourhood be designated as a Neighbourhood Watch Area; and,

(b) That Neighbourhood Watch signs for the Riverdale West Neighbourhood be erected and maintained by the Department of Public Works and Traffic, as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department; and,

(c) That the necessary funds be charged to Account No. CH55301 75030 (Neighbourhood Watch Program).

C. CITY ENGINEER
(Commissioner of Transportation/Commissioner of Environment)

(i) **Temporary Road Closures for the Great Hamilton Aquafest Wednesday, 1996 July 10 to Tuesday, 1996 July 23**

The Committee was in receipt of a report dated 1996 June 25 from the Senior Director, Roads Division respecting the subject matter.

The Committee approved the following recommendation:

That the application of the Regional Municipality of Hamilton-Wentworth, to temporarily close the following City streets from Friday 1996 July 12 at 4:00 o'clock p.m. to 1996 Sunday July 14 at 11:00 o'clock p.m. and from Saturday 1996 July 20 at 9:00 o'clock a.m. to Sunday 1996 July 21 at 11:00 o'clock p.m.:

Bay Street North from Burlington to Guise
MacNab Street North from Burlington to Guise
James Street North from Burlington to Guise
Hughson Street North from Burlington to Guise
John Street North from Burlington to Guise
Catharine Street North from Burlington to Brock
Mary Street North from Burlington to Brock
Ferguson Avenue North from Burlington to Guise
Guise Street from Bay to Ferguson
Wood Street from Bay to Burlington
Brock Street from Mary to Hughson

be approved, subject to the following conditions:

(a) That the prior approval of the Chief of Police or his designate be received, and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained; and,

(b) That the applicant provide a certificate of insurance for $5,000,000 public liability insurance; with the Corporation of the City of Hamilton is shown as an additional insured; and that the policy provides for cross-liability and severability; and,

(c) That the applicant agree, in writing, to hold the Corporation of the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss; and,

(d) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his/her designate; and,

(e) That all barricading be supplied by and at the expense of the applicant; and,

(f) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic, on the affected roadways, if deemed necessary by the Commissioner of Transportation; and,

(g) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Commissioner of Transportation and at the expense of the event organizer; and,

(h) That no property owner or resident within the barricaded area be denied access to their property upon request; and,

(i) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation.

(ii) **1996 Servicing Expenditures Related to Subdivisions**

The Committee was in receipt of a report dated 1996 June 18 from the Senior Director, Roads Division respecting the subject matter.

The Committee approved the following recommendation:

(a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in:

"ALLISON ESTATES - PHASE 1, STAGE 2", Hamilton

City's Share - NIL - Owner's Share - $ 75,122.77

"RYMAL SQUARE ESTATES - PHASE 6", Hamilton

City's Share - NIL - Owner's Share - $216,669.91; and,

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owner of "Allison Estates - Phase 1, Stage 2", and Rymal Square Estates - Phase 6", Hamilton as well as and any other related documents for this Subdivision subject to the approval of the City Solicitor; and,

(c) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered; and,

(d) In the event that the owner wishes to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered he should be allowed to do so at their own risk provided that he enter into a standard agreement with the City of Hamilton for pre-servicing; and,

(e) That the City's share of services in "Rymal Square Estates - Phase 4", previously approved in the amount of $35,989.72, be increased to a total of $143,006.15 and that the additional amount of $107,016.43 be financed from Account Centre No. 00107 - Reserve for Services Through Unsubdivided Lands.

(iii) **Hess Village Performing Arts Festival**

The Committee was in receipt of a report dated 1996 June 21 from the Senior Director, Roads Division.

The Committee approved the following recommendation respecting the subject matter:

(a) That the application of the Hess Village Merchants Association to temporarily close Hess Street between George Street and King Street from 9:30 o'clock a.m. on Thursday 1996 July 11 until 12:00 o'clock noon Monday 1996 July 22, to hold the Hess Village Performing Arts Festival, be approved, subject to the following conditions:

(i) That the prior approval of the Chief of Police or his/her designate be received, and that such permits or authorizations as may be required by the Chief of Police or his/her designate be obtained; and,

(ii) That the applicant provide a certificate of insurance for $5,000,000 public liability insurance, with the Corporation of the City of Hamilton shown as an additional insured, and with the policy providing for cross-liability and severability; and,

(iii) That the applicant agree, in writing, to hold the Corporation of the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss; and,

(iv) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate; and,

(v) That all barricading be supplied by and at the expense of the applicant; and,

(vi) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic, on the affected roadways, if deemed necessary by the Commissioner of Transportation; and,

(vii) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Commissioner of Transportation and at the expense of the event organizer; and,

(viii) That no property owner or resident within the barricaded area be denied access to their property upon request; and,

(ix) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation; and,

(b) That the Liquor Licence Board of Ontario be advised that the City of Hamilton has no objection to the issuance of a temporary extension of liquor licence for The Gown and Gavel, No. 24 Hess Street South from Friday, 1996 July 12 to Sunday, 1996 July 21 in conjunction with the Hess Village Performing Arts Festival.

(iv) **Encroachment Agreements**

The Committee was in receipt of a report dated 1996 June 18 from the Senior Director, Roads Division respecting the subject matter.

The Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations as outlined on Appendix "A", attached hereto, be approved, provided:

(a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

(c) That the first year fees and subsequent annual fees as outlined on Appendix "A" be set for the encroachments.

2. <u>COMMISSIONER OF PUBLIC WORKS AND TRAFFIC</u>

(a) **Amendments to the Streets By-law, Section 5 Concerning Hedges**

The Committee was in receipt of a report dated 1996 June 25 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That Streets By-law No. 9329, as consolidated by By-law No.86-77 be amended by adding the following as Section 5:

5. (1) hedges, shrubs and other plant material may be permitted on the highway provided that any such hedge, shrub or other plant material situated within the highway shall not create a visual obstruction to traffic using the highway and shall be maintained at not higher than 76 cm or 30 inches in height, shall not overhang the sidewalk, shoulder or roadway, shall maintain a minimum clearance .6 metres or 2 feet from a fire hydrant and shall not obstruct the view of a fire hydrant from the road; and,

(2) trees within the highway shall be pruned to the trunk for the first 2.4 metres or 8 feet above the ground; and,

(b) That the policy regarding enforcement of violations of The City of Hamilton's Streets By-law in respect to visibility obstructions, hedges, shrubs, and other plant material, attached hereto as Appendix "B", be adopted; and,

(c) That the Law Department be directed to prepare the necessary amendments to By-law No. 9329, as consolidated by By-law No. 86-77.

(b) **Intersections of Innswood Place and Templemead Drive and Goldengate Avenue and Templemead Drive**

The Committee was in receipt of a report dated 1996 June 3 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following debate, the Committee approved that the recommendation be amended in the positive and subsequently approved the following recommendation as amended:

(a) That three-way stop control be implemented at the intersection of Innswood Place and Templemead Drive; and,

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Request for a Residential Boulevard Parking Agreement No. 37 Haddon Avenue North**

The Committee was in receipt of a report dated 1996 June 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following discussion, the Committee approved the following recommendation:

That Mr. Derek Carter, owner of No. 37 Haddon Avenue North, be permitted to execute a residential boulevard parking agrement for a boulevard parking space at this property.

Alderman Kiss requested that staff encourage dialogue between the neighbours in order to diminish the impacts of the boulevard parking at this location.

3. CITY SOLICITOR

By-law to Regulate Temporary Closures of Highways and the Establishment of Highway Temporary Closures Committee

The Committee was in receipt of a report dated 1996 June 25 from the City Solicitor respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

That the By-law to regulate temporary closures of highways to vehicular traffic for social, recreational, community, athletic or cinematographic purposes; to establish the Highway Temporary Closures Committee, and to delegate some of Council's authority to this Committee, be enacted.

4. CITY ENGINEER
(Commissioner of Transportation/Commissioner of Environment)

(a) **Grey Cup 1996 Festival**
1996 Santa Clause and Grey Cup Parade

The Committee was in receipt of a report dated 1996 June 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee discussed the access for residents and those citizens picking up seniors and children from the area facilities and subsequently approved the following amended recommendation:

(a) That the application of the Grey Cup 1996 Festival Committee to temporarily close the following street to hold the 1996 Grey Cup Downtown Festival including buskers, entertainment, beer tents and the consumption of alcohol, from Thursday 1996 November 21, at 10:00 o'clock a.m. to Sunday 1996 November 24, at 2:00 o'clock a.m.:

MacNab Street South between King Street and Main Street; and,

(b) That the application to temporarily close the following streets to facilitate pedestrian movement to and from the Grey Cup Game, on Sunday 1996 November from 6:00 o'clock a.m. to 12:00 o'clock midnight:

Balsam Avenue between King Street and Barton Street
Melrose Avenue between King Street and Barton Street
Beechwood Avenue between Gage Avenue and Lottridge Street
Connaught Avenue between King Street and Barton Street; and,

(c) That the application to temporarily close the following street to hold the 1996 Grey Cup Game Day Festival including buskers, entertainment, beer tents and the consumption of alcohol as well as to facilitate pedestrian movement to and from the Grey Cup Game, from Sunday 1996 November 24, at 6:00 o'clock a.m. to Sunday 1996 November 24, at 12:00 o'clock midnight:

Cannon Street between Gage Avenue and Lottridge Street; and,

(d) That the application of Grey Cup 1996 Hamilton Inc. - Hamilton Santa Claus Parade Committee to temporarily close the following streets in Hamilton on Saturday, 1996 November 23, from 2:00 o'clock p.m. to 5:00 o'clock p.m. to hold the Hamilton Santa Claus/Grey Cup Parade:

Peter Street between Ray Street and Hess Street
Napier Street between Ray Street and Hess Street
Market Street between Queen Street and Ray Street
Hess Street between Jackson Street and Market Street
Hess Street between York Boulevard and Cannon Street
Caroline Street between Hunter Street and Market Street
MacNab Street between Hunter Street and Main Street
Hughson Street between Jackson Street and King William Street; and,

be approved, each of the above subject to the following conditions:

(i) That the prior approval of the Chief of Police or his designate be received, and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained; and,

(ii) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate; and,

(iii) That all barricading be supplied by and at the expense of the applicant; and,

(iv) That "Temporary Road Closure" signs be installed in advance by the City of Hamilton Department of Public Works and Traffic on the affected roadways, if deemed necessary by the Commissioner of Transportation and at the expense of the applicant; and,

(v) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Department of Public Works and Traffic and at the expense of the applicant; and,

(vi) That no property owner or resident within the barricaded area be denied access to their property upon request; and,

(vii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation; and,

(viii) That the applicant provide proof of $5,000,000 public liability insurance and liquor liability naming the Region and the City of Hamilton as an added insured party with a provision for cross liability, and holding the Region and the City of Hamilton harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(ix) That the Liquor Licence Board of Ontario be advised that the City of Hamilton has no objection to the issuance of a temporary extension of liquor licence for the 1996 Grey Cup Downtown Festival on MacNab Street, from Thursday 1996 November 21, at 10:00 o'clock a.m. to Sunday 1996 November 24 at 2:00 o'clock a.m.;and,

(x) That the Liquor Licence Board of Ontario be advised that the City of Hamilton has no objection to the issuance of a temporary extension of liquor licence for 1996 Grey Cup Game Day Festival, from Sunday 1996 November 24 at 6:00 o'clock a.m. to 12:00 o'clock midnight; and,

(xi) That the applicant adhere to the regulations stipulated by the Liquor Licence Board of Ontario in the provision of alcohol; and,

(xii) That those organizers and their workers who are providing alcoholic beverages be encouraged to participate on a volunteer basis, in a "Server Intervention Training Program."; and,

(xiii) That Special Duty Officers as deemed necessary by the Hamilton-Wentworth Regional Police, be provided at the applicant's expense; and,

(xiv) That staff and Hamilton Wentworth Regional Police be directed to work with the Grey Cup 1996 Hamilton Officials and Ward Aldermen to develop a strategy to allow access and egress for affected area residents adjacent to the stadium.

(b) **Establishment of 0.30 Metre Reserve on Alfrin Court in Lieu of Cash Payment for Servicing Costs**

The Committee was in receipt of a report dated 1996 June 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following a brief presentation by Mr. DiSilvestri, the Committee approved the following amended recommendation:

That the Owner's request for the Region to accept the transfer of a 0.30 metre reserve as security in lieu of cash payment for the existing above ground services on Alfrin Court adjacent to Block 6 on the proposed final plan for "Claudette Gardens - Phase 6", be approved.

5. **ALDERMAN T. JACKSON/ALDERMAN B. CHARTERS**

Emmanuel United Church - Access to Rapallo Drive

Mr. Hazell described the issue of access to the parking lot at Emmanuel United Church form Rapallo Drive.

Mr. G. Lethbridge and Mr. B. Thompson of Emmanuel United Church appeared before the Committee and presented the Church's position on wanting to utilize the approach ramps on Rapallo Drive to access the Church parking lot.

Ms. D. Woehl, Mr. G. Dendekker, Mr. Wm. Lovatt, and Mr. J. Dinicolantonio of Rapallo Drive appeared before the Committee in opposition to the use of the ramps by the church indicating that their reasons were safety concerns.

Following considerable debate, the Committee approved the following recommendation;

That the two driveway approaches on Rapallo Drive at the rear of Emmanuel United Church be permanently closed.

6. **CITY COUNCIL REFERRAL**

Leaf and Yard Waste Collection
Referred Back by City Council 1996 June 25

The Committee was in receipt of correspondence from the City Clerk respecting the subject matter which was referred back to the Committee by City Council at it's meeting held 1996 June 25.

The Committee directed that the item be referred to the Commissioner of Public Works and Traffic for further information to be provided to the Committee.

7. OTHER BUSINESS

(a) **CHIEF ADMINISTRATIVE OFFICER**

City Engineer's Responsibilities

The Committee was in receipt of a report dated 1996 July 2 from the Chief Administrative Officer respecting the subject matter.

Following discussion, the Committee approved the following recommendation:

That the Commissioner of Public Works and Traffic be responsible for work as the City Engineer and undertake the duties previously under the auspices of the Commissioner of Transportation and Environmental Services, acting as the City Engineer.

(b) **Construction of Concrete Apron Approaches on both sides of Stone Church Road East between Upper Gage and Upper Sherman Avenues**

The Committee was in receipt of a report dated 1996 June 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That the construction of thirteen (13) concrete apron approaches estimated at $20,000 on both sides of Stone Church Road East between Upper Gage Avenue and Upper Sherman Avenue be funded from the 1996 Capital Levy (City's Share of Locals - Residential); and,

(b) That the Commissioner of Transportation be authorized and directed to construct these works on behalf of the City of Hamilton.

8. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1995 July 4th

/mjw

2(A)(ii)

Tuesday, 1996 July 9
7:00 o'clock p.m.
Room 233, City Hall

The Transport and Environment Committee met in Special Session.

There were present:	Alderman H. Merling, Chairman Alderman V. J. Agro, Vice-Chairman Alderman M. Kiss Alderman B. Morelli Alderman G. Copps Alderman C. Collins Alderman T. Jackson Alderman F. D'Amico
Absent:	Mayor R. M. Morrow, Vacation
Also present:	Patrice Noé Johnson, City Solicitor Martin Hazell, Public Works and Traffic Department Doug Lobo, Commissioner of Public Works and Traffic J. Pavelka, Chief Administrative Officer J. Thoms, Commissioner, Environmental Services Department Bob Barker, Executive Director. Third Sector Bob Merritt, Vice-President, Philip Environmental Sophia Morgan, Philip Environmental Stella Glover, Acting Secretary

The Chairman called the meeting to order.

1. **ALDERMAN AGRO/ALDERMAN McCULLOCH**

Enforcement of Parking Regulations on Streets

Martin Hazell, Manager of Community Traffic Services, advised the Committee of a long standing departmental practice which had been implemented at the request of Council Members many years ago whereby Enforcement Officers stayed out of the area during special events and festivals. However, numerous and repeated complaints had been received from residents with the request that parking be enforced and, in view of the fact that Aquafest was imminent, staff were looking for direction from Committee in this regard.

Alderman McCulloch and Alderman Agro addressed this issue and advised of complaints and problems experienced by area residents during festivals, particularly during Aquafest and pointed out that residents paid for permit parking which they were not able to utilize during special events.

It was noted that a report had been requested in this regard but that Aquafest was imminent and therefore staff direction was required.

After consideration, the Committee approved the following:

That Public Works and Traffic Department staff enforce the existing parking by-laws during special events and festivals and bring back a full report in this regard.

2. CITY ENGINEER
(Commissioner of Environmental Services)

Blue Box Program

The Committee was in receipt of an information report from the Commissioner, Regional Environment Department, dated 1996 July 8 respecting the above-noted matter.

The Committee was advised that members of Council and City residents had experienced numerous incidents when blue boxes had been collected late or not at all and no satisfactory answers had been forthcoming when requested.

Jim Thoms, Commissioner, Regional Environment Department advised the Committee that problems had occurred as the result of the installation of new equipment at Third Sector Recycling which was not working properly. However, this problem had since been rectified.

Bob Barker, Executive Director of Third Sector Recycling and Bob Merritt, Vice-President of Philip Environmental were in attendance to answer any questions.

It was noted that after statutory holidays, pick-up should take place the same day or the next, however confusion sometimes existed on the boundaries. Mr. Barker is to discuss this matter further with Alderman Caplan.

After discussion, the Committee received the report for information and requested Mr. Thoms to provide members of Council with a written report in this regard in order that they may share this information with their constituents.

3. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

Stella Glover
Acting Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1995 July 9th

/mjw

2(B)(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 June 25
File No. TEC-121-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Hess Street South between Bold Street and Hunter Street West - Parking Regulations

RECOMMENDATION:

That a "One Hour Parking Time Limit, 24 hours a day, Monday to Saturday" regulation be implemented on the east side of Hess Street South between Bold Street and Hunter Street West and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

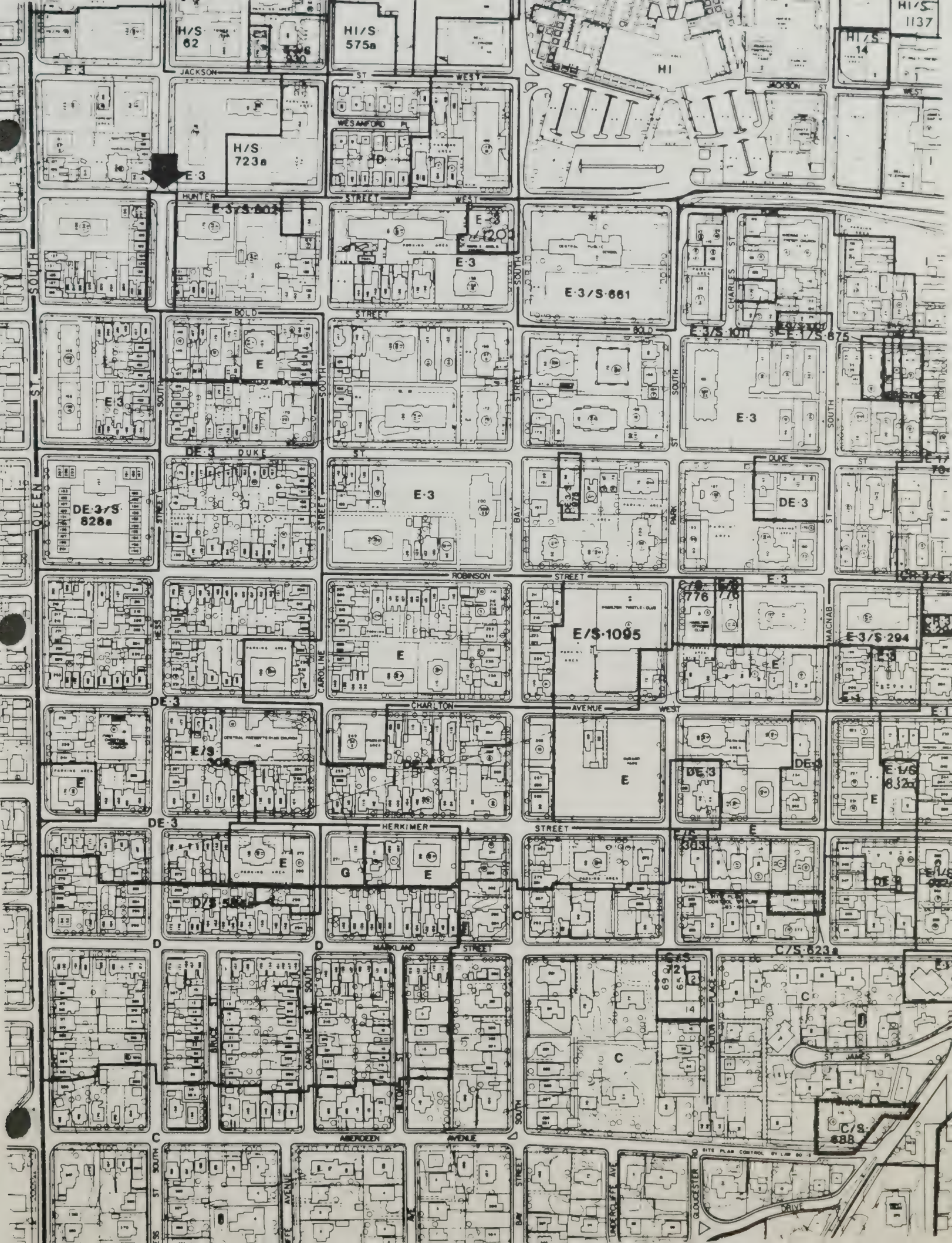
Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Staff has received a petition signed by representatives of eight of the 11 residential properties abutting Hess between Bold and Hunter, requesting that a "Permit Parking only, Monday to Saturday, One Hour Only" regulation be implemented on the east side of the street in this block. Staff has contacted the resident that circulated the petition and has been assured that the residents that signed the petition are requesting that a "One Hour Parking Time Limit, 24 hours a day, Monday to Saturday" regulation be implemented on the east side of the street. Seven of the residents who signed the petition are in favour of the requested regulation and one had no opinion.

Hess has a 30 foot pavement width, and presently, there is a "No Parking" regulation on the west side and a part-time parking prohibition on the east side of the street in this block to facilitate street maintenance operations. The resident that circulated the petition expressed concern regarding long-term non-resident parking by employees in the downtown core. The implementation of the requested regulation would prohibit long-term non-resident parking and area residents may be entitled to purchase permits at an annual cost of $24. to exempt their vehicle(s) from the signed time limit regulation. Therefore, since 64 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

CVB/MBH/kg


H/S 62
H/S 575a
HI
HI/S 1137
H/S 14
JACKSON ST WEST
H/S 723a
E-3
HUNTER STREET WEST
E-3/S-802
E-3/S-661
BOLD STREET
E-3/S-1011
E-3/S-875
SOUTH ST
DE-3
DUKE ST
DE-3/S 828a
QUEEN STREET
E-3
BAY STREET
ROBINSON STREET
E/S-1095
E-3/S-294
CAROLINE STREET
CHARLTON AVENUE WEST
E/S 308
HERKIMER STREET
D/S 580a
MAITLAND STREET
C/S-523a
C/S 688
ABERDEEN AVENUE
SITE PLAN CONTROL BY LAW 80-1
GLOUCESTER DRIVE

2(B)(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 July 15
File No. TEC-122-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 284 Grosvenor Avenue North - Request to Shorten an existing Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the east side of Grosvenor Avenue North commencing at a point 389 feet south of Barton Street East and extending to a point 29 feet southerly therefrom be shortened such that the regulation commences at a point 398 feet south of Barton Street East and extends to a point 20 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

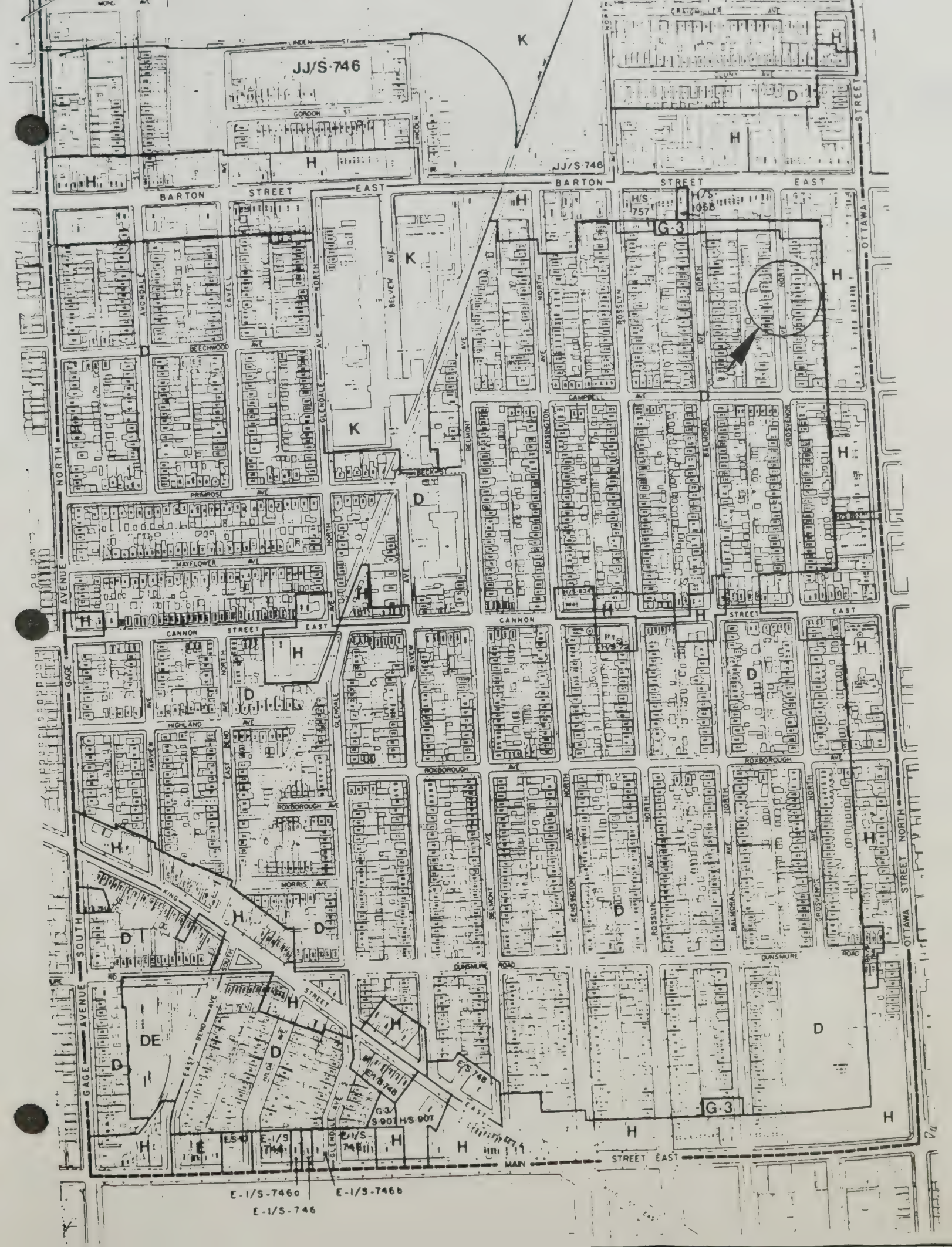
Sufficient funds are provided in the 1996 operating budget to cover the cost of relocating the subject signs.

BACKGROUND:

Staff has received a request from Mrs. Zadvorny, No. 284 Grosvenor Avenue North, that the existing reserved "Permit Parking" space on the east side of the street in front of her home for use by Mr. Whitelaw, No. 291 Grosvenor Avenue North, be reduced in length to provide some additional on-street parking.

City Council at its meeting on 1995 May 30 approved the implementation of a 29 foot reserved "Permit Parking" space on the east side of Grosvenor for use by Mr. Whitelaw. Staff has determined that the existing space could be reduced by nine feet and still accommodate Mr. Whitelaw's vehicle. Therefore, staff concurs with the request to reduce the length of the "Permit Parking" space to 20 feet.

CVB/MBH/kg


JJ/S-746
BARTON STREET EAST
H/S 757
H/S 1058
G-3
NORTH GAGE AVENUE
SOUTH GAGE AVENUE
OTTAWA STREET NORTH
CANNON STREET EAST
ROXBOROUGH AVE
DUNSMURE ROAD
MAIN STREET EAST
E-1/S-746
E-1/S-746a
E-1/S-746b
H/S 901
H/S 907

2(BXiXc)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 July 12
File No. TEC-124-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Simcoe Street West between MacNab Street North and Bay Street North - Parking Regulations

RECOMMENDATION:

a) That the existing "Permit Parking" regulation on the south side of Simcoe Street West between MacNab Street North and Bay Street North be replaced with a "Three Hour Parking Time Limit, 24 hours a day, seven days a week" regulation and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the maximum number of permits allowed to be issued by the Commissioner of Public Works and Traffic be reduced from 22 permits to 12 permits.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Staff has received a petition signed by representatives of 11 of the 16 residential properties abutting Simcoe between MacNab and Bay requesting that a "Three Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation be implemented on the south side of the street in this block. All 11 of the residents who signed the petition are in favour of the requested regulation.

Simcoe has a 27 foot pavement width, and presently, there is a "Permit Parking" regulation on both sides of the street in this block. The resident who circulated the petition has expressed concern regarding the lack of available on-street parking for visitors. The implementation of the requested regulation would require the removal of the existing "Permit Parking" regulation on the south side of the street. As a result, the present maximum number of 22 permits allowed to be issued would need to be reduced to 12. Staff has issued eight permits to date. Residents of one, two and three family homes in the area would also be entitled to purchase time limit exemption permits at a cost of $24. (plus G.S.T.) per permit each year to exempt their vehicle(s) from the signed time limit regulation. Therefore, since 69 percent of the abutting residents are in favour of the requested regulation change, staff concurs with the request.

SH/CVB/MBH/kg


HARBOUR HEADLINE
F-1
F-1/S-838
F-1
F-1
F-1
L-1-1
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D
E
J
D
C
DE-3
DE/S-65
H/S 818
O/S-1176
LEANDER DRIVE
BAY STREET
WOOD STREET
BURLINGTON STREET
MACAULEY STREET
PICTON STREET
FERRIE STREET
SIMCOE STREET
STRACHAN STREET
GUISE ST
NORTH STREET
WEST STREET
JAMES STREET
MACNAB
NICHOL
BAY
NORTH

2(BXi)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 July 12
File No. TEC-125-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Hunter Street West between Locke Street South and Pearl Street - Parking Regulations

RECOMMENDATION:

That a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the south side of Hunter Street West between Locke Street South and Pearl Street and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

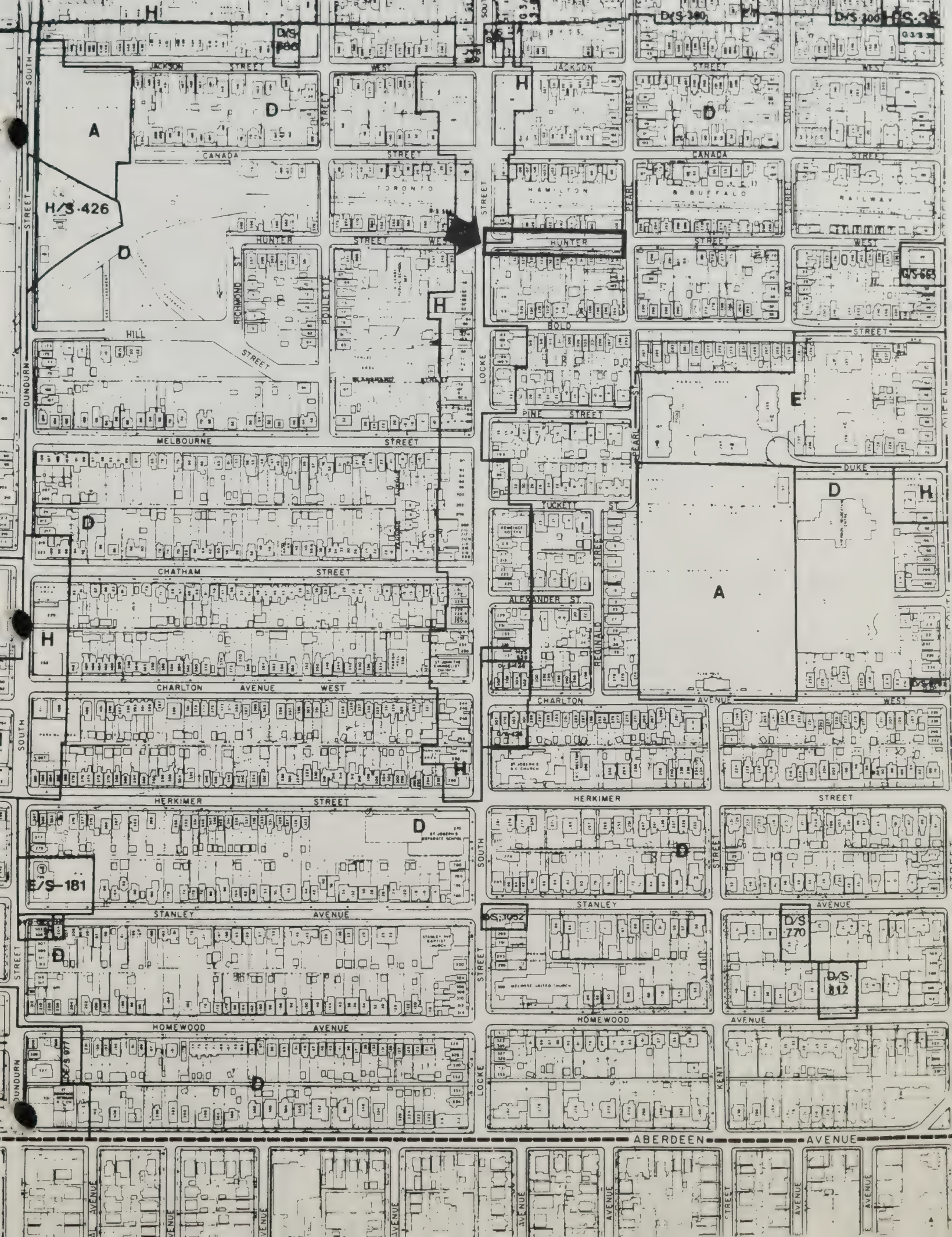
BACKGROUND:

Staff has received a petition signed by representatives of 17 of the 22 residential properties abutting Hunter between Locke and Pearl, requesting that a "One Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation be implemented on the south side of the street in this block. Fourteen of the residents who signed the petition are in favour of the requested regulation and three are opposed.

Hunter has a 22 foot pavement width, and presently, there is a "No Parking" regulation on the north side and unrestricted parking on the south side of the street in this block. The resident that circulated the petition expressed concern regarding long-term non-resident parking by employees

of area businesses. The implementation of the requested regulation would prohibit long-term non-resident parking and area residents may be entitled to purchase permits at an annual cost of $24. to exempt their vehicle(s) from the signed time limit regulation. Therefore, since 64 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request,

SH/CVB/MBH/kg


JACKSON STREET
WEST
SOUTH
CANADA
STREET
TORONTO
HAMILTON
& BUFFALO
RAILWAY
HUNTER
STREET
WEST
HILL
STREET
RICHMOND ST
DOUGLAS
STREET
DUNDURN
STREET
LOCKE
STREET
MELBOURNE
STREET
BOLD
STREET
PINE
STREET
PEARL ST
DUKE
STREET
YUCKET
STREET
ALEXANDER ST
REGINALD
STREET
CHATHAM
STREET
CHARLTON
AVENUE
WEST
HERKIMER
STREET
STANLEY
AVENUE
HOMEWOOD
AVENUE
KENT
STREET
ABERDEEN
AVENUE
H/S-426
E/S-181
D/S 770
D/S 812
D/S 100
D/S 300
D/S 35
A
D
E
H

2(BXi)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 July 12
File No. TEC-126-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Dana Drive and Norrie Avenue - Parking Regulations

RECOMMENDATION:

a) That a "No Parking" regulation be implemented on the east side of Dana Drive between Norrie Avenue and a point 72 feet northerly therefrom; and

b) That a "No Parking" regulation be implemented on the north side of Norrie Avenue between Dana Drive and a point 80 feet easterly therefrom; and

c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

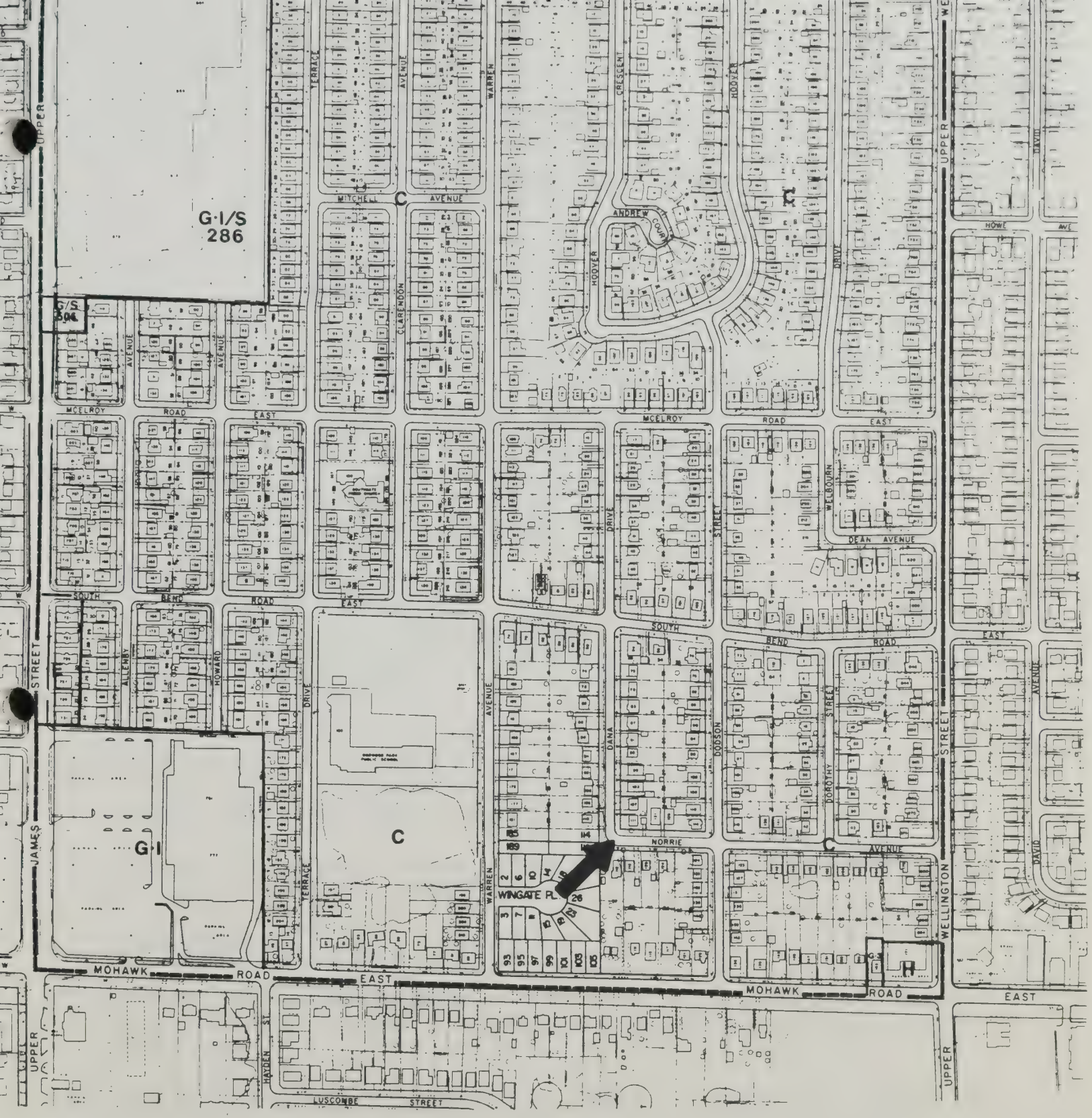
BACKGROUND:

Staff has received a request from Mr. Stan Parsons, 111 Dana Drive, that a "No Parking" regulation be implemented on the east and north sides of Dana and Norrie adjacent to his home to facilitate traffic movement and to improve visibility at the 90 degree turn in the roadway.

Dana and Norrie both have a 28 foot pavement width, and presently, there is unrestricted parking on both sides of each street in this area. Staff has confirmed that parked vehicles in this area do obstruct traffic movement and visibility to some degree. Therefore, staff concurs with the request.

The implementation of the requested regulation will result in the loss of approximately five legal on-street parking spaces. However, since all residents on these streets have available off-street parking, and since parking is allowed on both sides of the remainder of these streets, staff does not anticipate any parking difficulties for area residents.

CVB/MBH/kg



123 22 68

CITY OF HAMILTO

2(B)(i)(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 July 22
File No. TEC-129-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: East Side of Berkindale Drive, south of Roxborough Avenue - Parking Regulations

RECOMMENDATION:

That parking be prohibited on the east side of Berkindale Drive, commencing at Roxborough Avenue and extending to a point 118 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

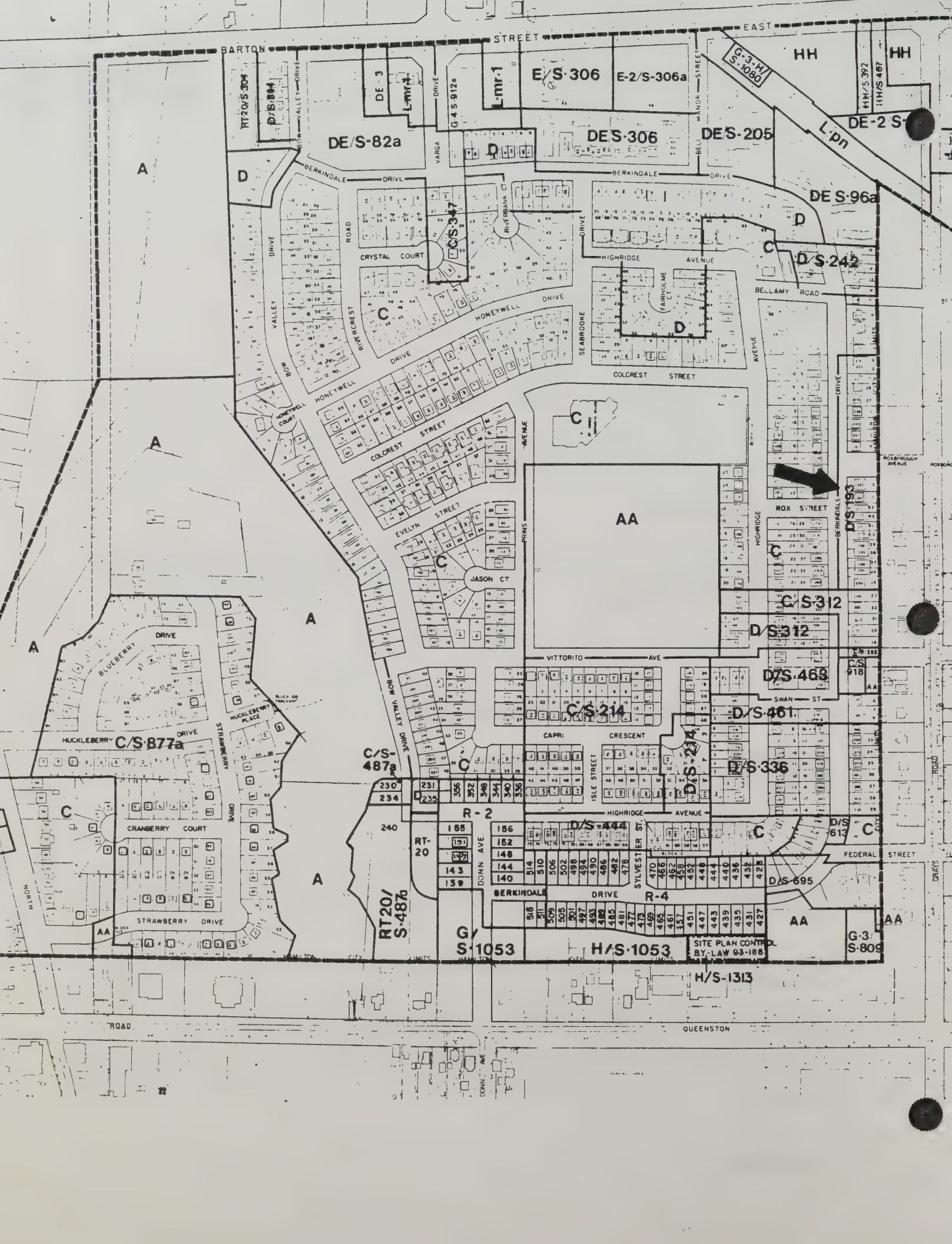
Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Fred Eisenberger has forwarded a letter signed by the first three property owners on the east side of Berkindale, south of Roxborough, requesting that parking be prohibited in front of their homes.

Berkindale has a 28 foot pavement width, and presently, parking is prohibited on the west side and there is unrestricted parking on the east side of the street in this area. Staff generally considers a parking prohibition on both sides of residential streets to be over-restrictive and unnecessary, and the implementation of the requested regulation will result in a loss of two on-street parking spaces. However, since all residents in this area have available off-street parking and since all three residents support the requested regulation, staff has no serious objection with this request.

CVB/MBH/klk


BARTON STREET EAST
DE/S-82a
DE/S-306
E/S-306
E-2/S-306a
DE/S-205
DE-2/S
DE/S-96a
D/S-242
C/S-347
CRYSTAL COURT
HIGHRIDGE AVENUE
BELLAMY ROAD
FAIRHOLME CT
COLCREST STREET
HONEYWELL DRIVE
RIVERBANK CT
RIVERCREST ROAD
SEABROOKE AVENUE
EVELYN STREET
JASON CT
ROX STREET
D/S-193
C/S-312
D/S-312
D/S-468
C/S-214
D/S-461
D/S-214
D/S-336
VITTORITO AVE
SWAN ST
CAPRI CRESCENT
ISLE STREET
D/S-444
SYLVESTER ST.
FEDERAL STREET
D/S-695
D/S-613
BERKINDALE DRIVE
R-4
R-2
RT-20
C/S-877a
BLUEBERRY DRIVE
HUCKLEBERRY PLACE
STRAWBERRY DRIVE
CRANBERRY COURT
C/S-487a
RT20/S-487b
G/S-1053
H/S-1053
H/S-1313
SITE PLAN CONTROL BY-LAW 93-186
G-3/S-809
G-3-H/S-1080
H/S-392
H/S-467
L-mr-1
L-pn
DE-3
D/S-304
RT20/S-304
G-4/S-912a
ROXBOROUGH AVENUE
DONN AVE.
QUEENSTON ROAD
HAMILTON CITY LIMITS

Z(BX1)(91

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 July 22
File No. TEC-132-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Roxborough Park Public School, 20 Reid Avenue North - Request for a Wheelchair Loading Zone

RECOMMENDATION:

That a "Wheelchair Loading Zone, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of Reid Avenue North commencing at a point 109 feet south of Ayr Avenue and extending to a point 40 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

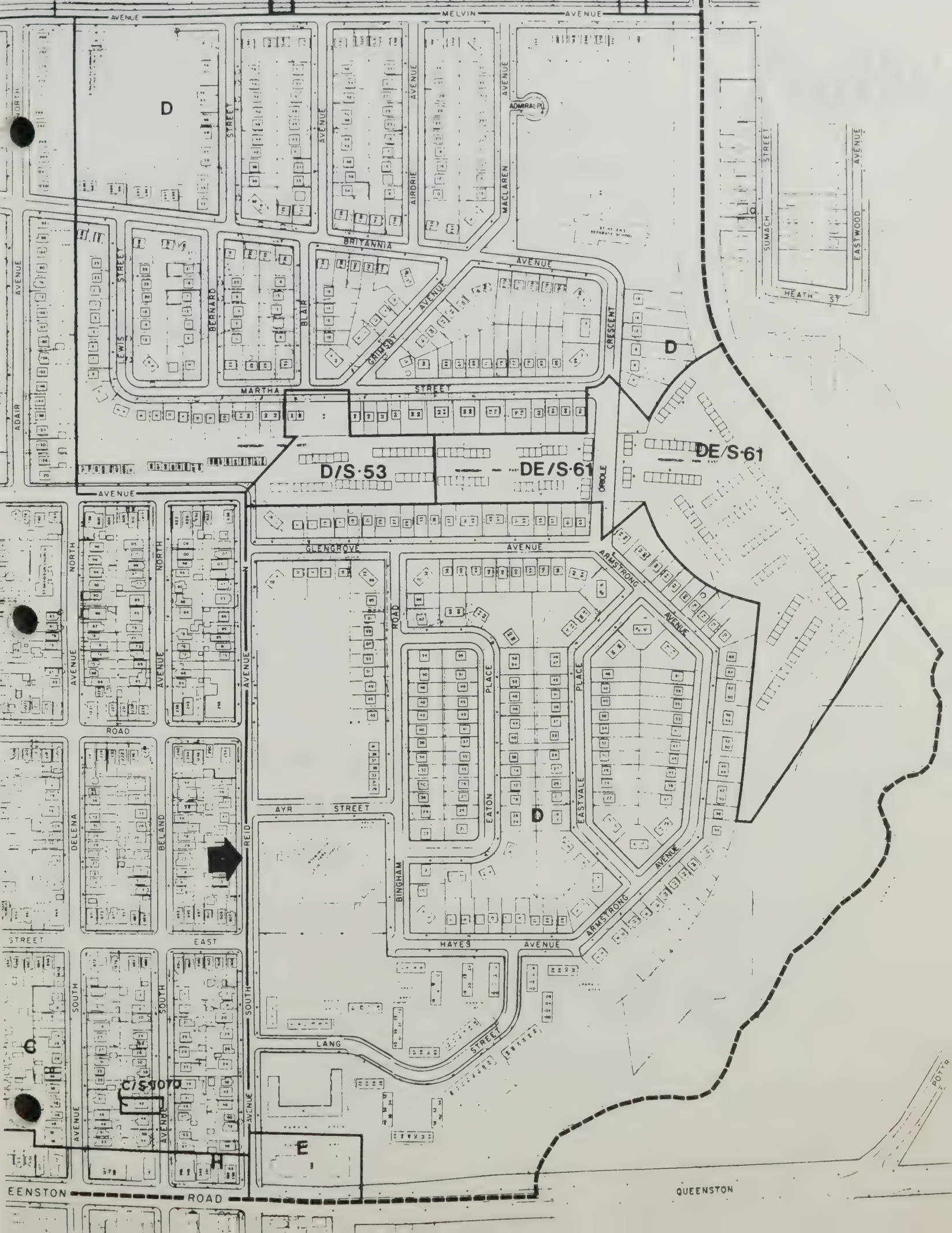
Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Sandra Perreault, Secretary of Roxborough Park Public School, 20 Reid Avenue North, that a "Wheelchair Loading Zone, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of Reid directly in front of the school for use by students that require the use of Darts vehicles.

Reid has a 30 foot pavement width, and presently, there is unrestricted parking on the west side and a "No Parking" regulation on the east side of the street in this area. Ms. Perreault has advised that the parents picking up and dropping off their children park their vehicles in the subject area, requiring Darts vehicles to load and unload further down the street. There would be no loss of on-street parking as the subject area is already signed with a "No Parking" regulation. Therefore, staff concurs with the request.

CVB/MBH/kg


D
D/S·53
DE/S·61
DE/S·61
D
C/S·1070
E
MELVIN AVENUE
BRITANNIA AVENUE
GRIMSBY AVENUE
MARTHA STREET
GLENGROVE AVENUE
AYR STREET
HAYES AVENUE
LANG STREET
ARMSTRONG AVENUE
EASTVALE PLACE
EATON PLACE
BINGHAM ROAD
REID AVENUE
BELAND AVENUE
DELENA AVENUE
ADAIR AVENUE
LEWIS STREET
BERNARD AVENUE
BLAIR AVENUE
AIRDRIE AVENUE
MACLAREN AVENUE
ADMIRAL PL
CRESCENT
ORIOLE
SUMACH STREET
EASTWOOD AVENUE
HEATH ST
NORTH AVENUE
SOUTH AVENUE
EAST STREET
ROAD
QUEENSTON ROAD
QUEENSTON

2(BXiXh)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 July 23
File No. TEC-133-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 103 Ravenbury Drive - Request to Remove a Wheelchair Loading Zone

RECOMMENDATION:

That the existing "Wheelchair Loading Zone, 24 hours a day, seven days a week" regulation on the east side of Ravenbury Drive (west leg) commencing at a point 209 feet south of the south curb line of Ravenbury Drive (north leg) and extending to a point 39 feet southerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

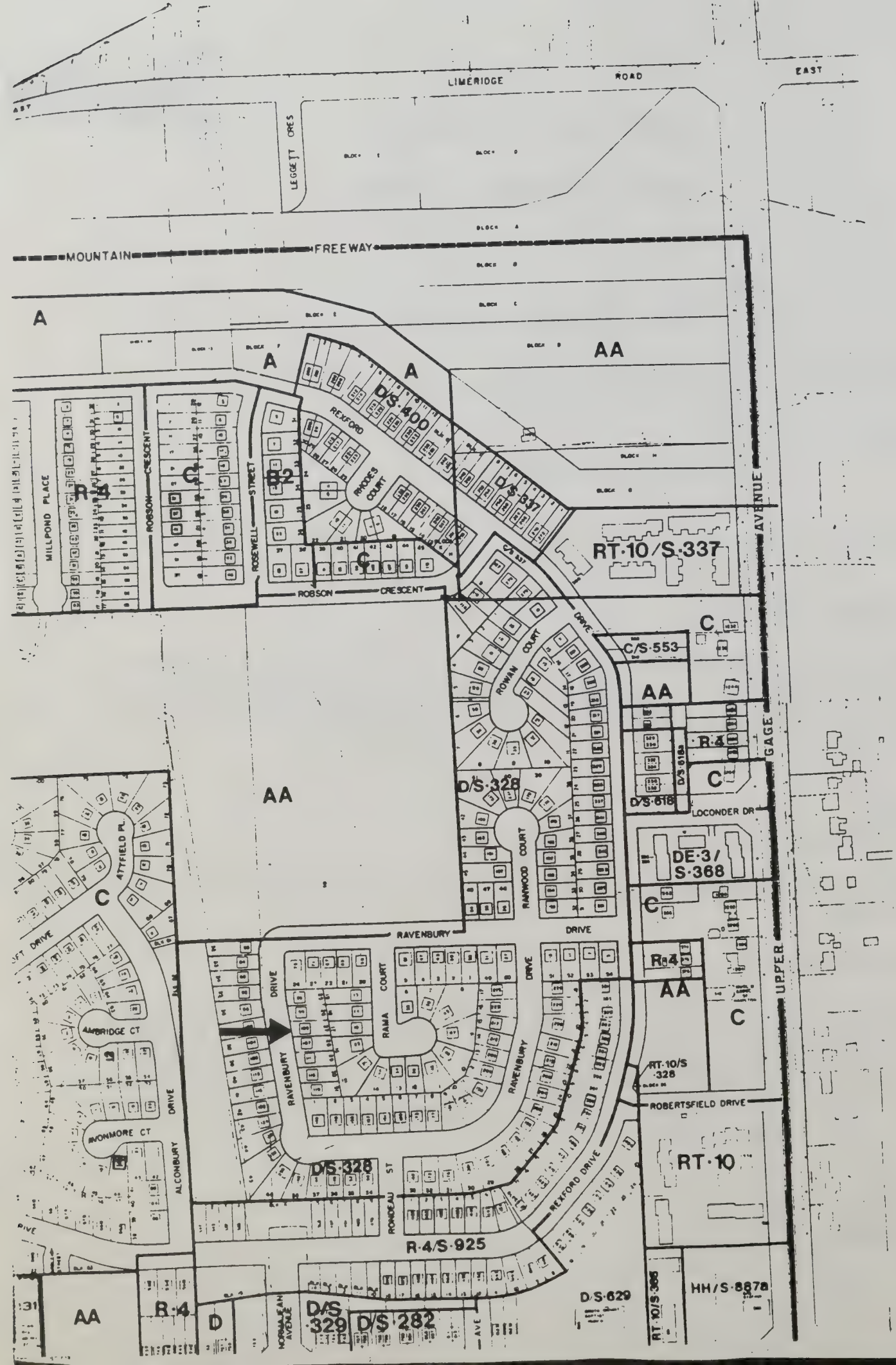
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from Mary Farrell, 352 Upper Kenilworth Avenue, that the existing "Wheelchair Loading Zone, 24 hours a day, 7 days a week" regulation on the east side of Ravenbury directly in front of her sister's (Helen Labuda) home located at 103 Ravenbury Drive be removed since her sister has passed away. Therefore, it would be appropriate to remove the signs. The removal of the subject regulation will restore one unrestricted legal on-street parking space to the east side of the street.

CVB/MBH/kg


LIMERIDGE ROAD EAST
LEGGETT CRES
MOUNTAIN FREEWAY
A
AA
D/S·400
D/S·337
REXFORD
PHOEBE COURT
MILLPOND PLACE
ROBSON CRESCENT
ROSEWELL STREET
RT·10/S·337
UPPER GAGE AVENUE
C/S·553
ROWAN COURT
D/S·328
RANWOOD COURT
D/S·618
LOCONDER DR
DE·3/S·368
R·4
RAVENBURY DRIVE
RAMA COURT
ATTFIELD PL.
AMBRIDGE CT
AVONMORE CT
ALCONBURY DRIVE
ROBERTSFIELD DRIVE
RT·10/S·328
RT·10
REXFORD DRIVE
RONDEAU ST
R·4/S·925
D/S·629
HH/S·8878
NORMANDAN AVENUE
D/S·329
D/S·282
R·4
D

2(B)(i)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 July 24
File No. TEC-134-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 165 Fairfield Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the west side of Fairfield Avenue commencing at a point 391 feet south of Britannia Avenue and extending to a point 17 feet southerly therefrom, and on the east side of Fairfield Avenue commencing 375 feet south of Britannia Avenue and extending to a point 17 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Debbie Epifano, 165 Fairfield Avenue.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

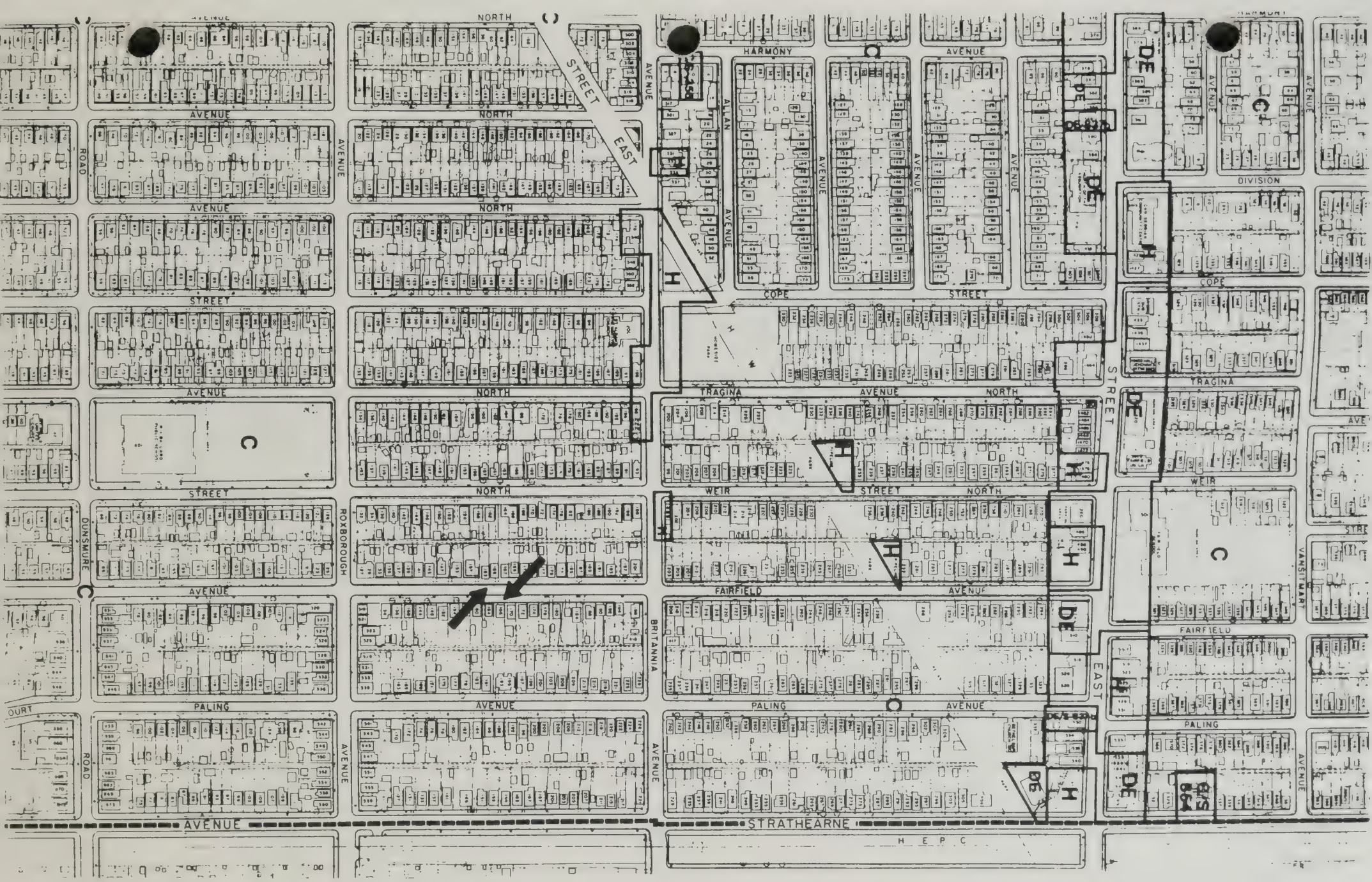
BACKGROUND:

Alderman Geraldine Copps has advised of a request from Mrs. Debbie Epifano, 165 Fairfield Avenue, that a reserved "Permit Parking" space be designated on both sides of the street directly in front of and across from her home since her son is disabled.

Fairfield has a 30 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year round basis. Staff has been advised that Mrs. Eva Pankiw, 166 Fairfield Avenue, supports the implementation of a reserved "Permit Parking" space in front of her home for use by Mrs. Epifano.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mrs. Epifano possesses a valid permit. An investigation has revealed that there is an existing mutual driveway that is shared with No. 167 Fairfield Avenue. Mrs. Epifano has advised that the driveway is not wide enough to accommodate a parked vehicle and her son's wheelchair. Therefore, staff concurs with the request.

CVB/MBH/kg


NORTH
STREET
EAST
AVENUE
HARMONY
ALLAN
COPE
STREET
TRAGINA
AVENUE
NORTH
WEIR
STREET
NORTH
FAIRFIELD
AVENUE
PALING
AVENUE
DIVISION
AVENUE
ROAD
DUNSMURE
ROXBOROUGH
AVENUE
BRITANNIA
AVENUE
VANSITMART
AVENUE
STRATHEARNE
AVENUE
H E P C
C
H
DE
DE
DE
DE
DE
DE
DE
DE
H
H
H

2(B)(i)(j)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 July 24
File No. TEC-135-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 493 Ferguson Avenue North - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the west side of Ferguson Avenue North commencing at a point 116 feet north of Macauley Street East and extending to a point 23 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Victoria Chadwick, No. 493 Ferguson Avenue East.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Ms. Victoria Chadwick, 493 Ferguson Avenue North, that a reserved "Permit Parking" regulation be implemented on the west side of the street in front of her home since she is disabled.

Ferguson has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant must possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Ms. Chadwick possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

CVB/MBH/kg

F-1

J

600

DOCK SERVICE ROAD

E/S 28

D

J

STREET

NORTH ST

NORTH STREET

MARY STREET

EAST

D/
990

JOHN

CATHARINE STREET

EAST

NORTH STREET

D

MACAULEY STREET EAST

NORTH

PICTON ST.

AVENUE

EAST

WELLINGTON

FERGUSON

FERRIE STREET EAST

NORTH

SIMCOE STREET

MARY STREET EAST

D

JOHN ST NORTH

CATHARINE

STRACHAN STREET

EAST

WELLINGTON STREET NORTH

K

2(BXiXk)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 July 30
File No. TEC-138-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 212 East Avenue North - Request to Remove the Existing "No Parking, 8:00 a.m. to 6:00 p.m., Monday to Friday" Regulation

RECOMMENDATION:

That the existing "No Parking, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the east side of East Avenue North commencing at a point 84 feet north of Robert Street and extending to a point 22 feet northerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

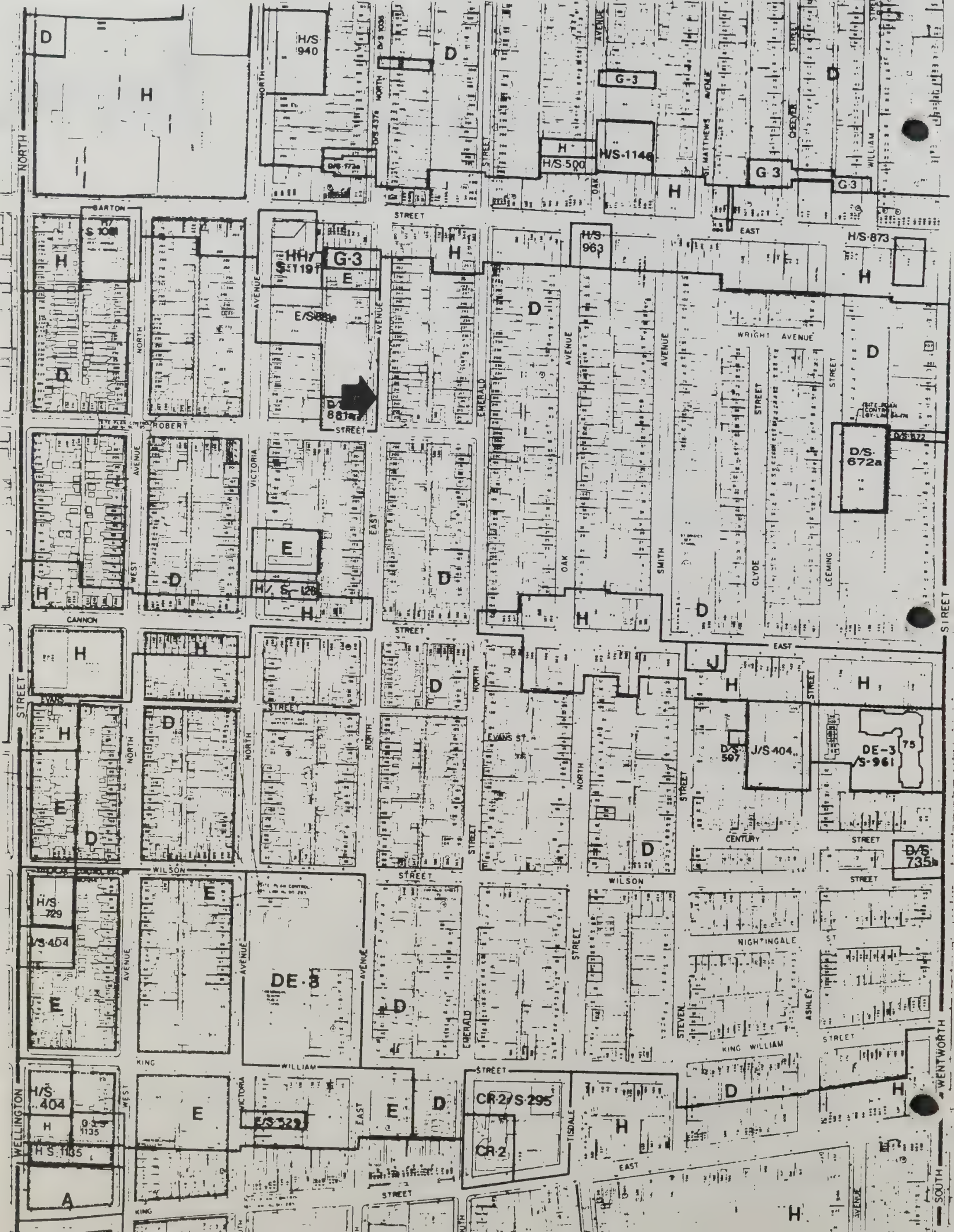
Sufficient funds are available in the 1996 operating budget to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from a nearby resident that the existing "No Parking, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the east side of East Avenue North in front of 212 East Avenue North be removed since the homeowner has moved. The subject regulation was approved by City Council in 1987 to provide a loading area for a disabled resident. Staff has confirmed that the homeowner no longer lives at this address. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one on-street parking space to the east side of the street that would be controlled by the existing "Three Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation.

CVB/MBH/klk


NORTH
BARTON
STREET
H/S 940
H/S-1146
H/S-500
G-3
EAST
H/S-873
H/S 963
WRIGHT AVENUE
D/S-672a
ROBERT
AVENUE
VICTORIA
EMERALD
OAK
SMITH
CLYDE
LEEMING
CANNON
EVANS ST
J/S-404
DE-3 S-961
CENTURY
WILSON
H/S 729
DE-8
KING
WILLIAM
CR-2/S-295
CR-2
TISDALE
NIGHTINGALE
STEVEN
ASHLEY
KING WILLIAM
WELLINGTON
WENTWORTH
SOUTH

2(B)(i)(1)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 August 6
File No. TEC-141-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Depew Street between Beach Road and Gertrude Street
- Parking Regulations

RECOMMENDATION:

That the existing "Three Hour Parking Time Limit, 8:00 a.m. to 8:00 p.m., Monday to Friday" regulation on the west side of Depew Street between Beach Road and Gertrude Street be replaced with a "One Hour Parking Time Limit, 24 Hours a Day, Seven Days a Week" regulation and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

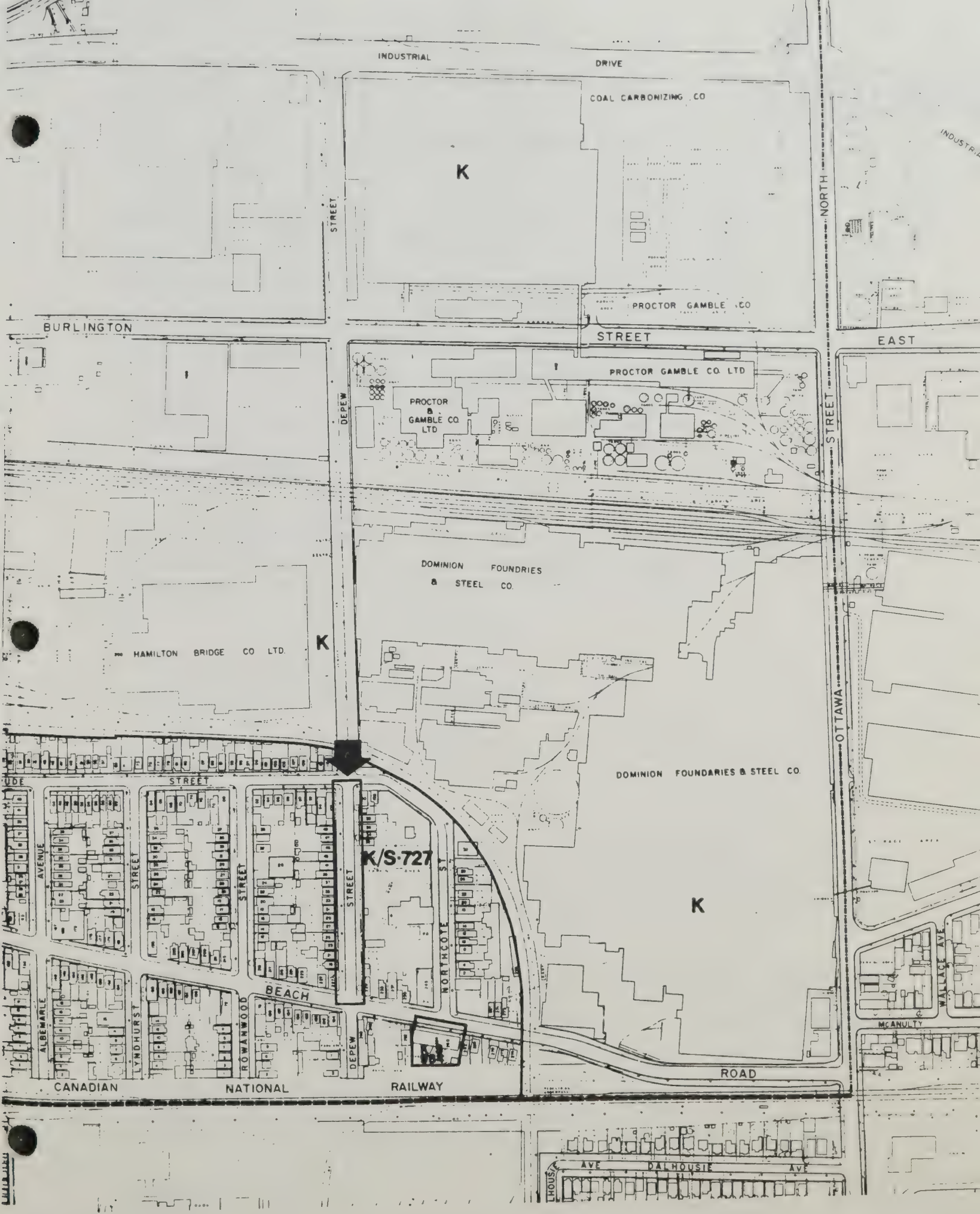
Sufficient funds are available in the 1996 operating budget to cover the cost of removing, manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Don Drury has forwarded a petition signed by representatives of 10 of the 13 residential properties abutting Depew Street between Beach Road and Gertrude Street, requesting that the existing "Three Hour Parking Time Limit, 8:00 a.m. to 8:00 p.m., Monday to Friday" regulation on the west side of the street in this block be replaced with a "One Hour Parking Time Limit, 24 Hours a Day, Seven Days a Week" regulation. Nine of the 10 petitioners are in favour of the requested regulation and 1 resident is opposed.

Depew has a 30 foot pavement width, and presently, there is a "Three Hour Parking Time Limit, 8:00 a.m. to 8:00 p.m., Monday to Friday" regulation on the west side and a "No Parking" regulation on the east side of the street in this block. The resident that circulated the petition expressed concern regarding long-term non-resident parking by employees of area businesses. The implementation of the requested time limit parking regulation would prohibit long-term parking by non-residents on a full-time basis. Therefore, since 69 percent of the abutting residents support the requested regulation change, staff concurs with the request.

CVB/MBH/klk


INDUSTRIAL
DRIVE
COAL CARBONIZING CO
K
STREET
NORTH
PROCTOR GAMBLE CO
BURLINGTON
STREET
EAST
PROCTOR GAMBLE CO LTD
PROCTOR & GAMBLE CO LTD
DEPEW
STREET
DOMINION FOUNDRIES & STEEL CO.
HAMILTON BRIDGE CO LTD.
K
OTTAWA
DOMINION FOUNDARIES & STEEL CO.
K/S-727
K
STREET
AVENUE
STREET
STREET
STREET
NORTHCOTE ST
BEACH
ALBEMARLE
LYNDHURST
ROWANWOOD
DEPEW
WALLACE AVE
McANULTY
CANADIAN
NATIONAL
RAILWAY
ROAD
AVE
DALHOUSIE
AVE

2(B)(i)(m)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 August 7
File No. TEC-142-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: South side of Chedmac Drive - Parking Regulations

RECOMMENDATION:

That "No Stopping" regulations be implemented on the south side of Chedmac Drive commencing at a point 600 feet west of Rice Avenue and extending to a point 77 feet westerly therefrom and commencing at a point 870 feet west of Rice Avenue and extending to a point 83 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

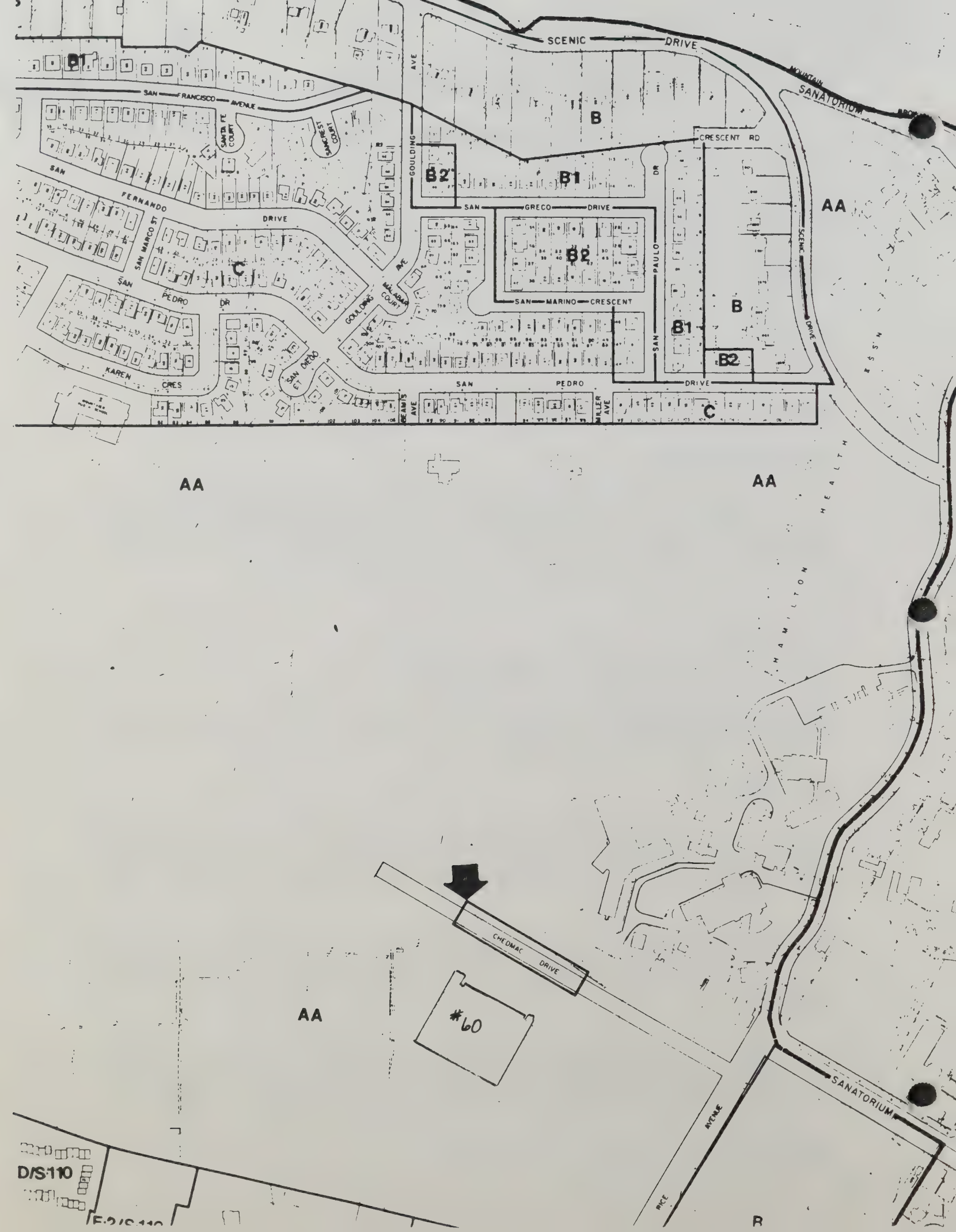
BACKGROUND:

Staff has received a request from Ms. Elsie Diciccio, Administrative Assistant for Mohawk Hospital Services, 60 Chedmac Drive, that a driveway clearance be implemented on the south side of Chedmac, adjacent to the two driveways into the site to facilitate driveway movements by their trucks.

Chedmac has a 28 foot pavement width, and presently, there is a "No Parking" regulation on the north side and unrestricted parking on the south side of the street in this area. Staff has confirmed that parked vehicles in this area do obstruct driveway movements into the facility to some degree.

The implementation of the requested regulation will prohibit stopping within 10 feet of either side of both driveways. Since parking is permitted on the south side of the street for the remainder of the block, staff does not anticipate any parking difficulties and concurs with this request.

CVB/MBH/klk


SCENIC DRIVE
SANATORIUM
SAN FRANCISCO AVENUE
SANTA FE COURT
SANCREST COURT
GOULDING AVE
CRESCENT RD
SAN GRECO DRIVE
SAN FERNANDO DRIVE
SAN MARCO ST
SAN PEDRO DR
MALABAR COURT
SAN MARINO CRESCENT
PAULO DR
SCENIC DRIVE
KAREN CRES
SAN DIEGO CT
SAN PEDRO DRIVE
MILLER AVE
HEALTH
HAMILTON
CHEDMAC DRIVE
#60
SANATORIUM AVENUE
B1
B2
B
C
AA
D/S 110

2(8)(i)(n)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 August 2
File No. TEC-143-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: West 32nd Street between Bendamere Avenue and Elmwood Avenue - Parking Regulations

RECOMMENDATION:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of West 32nd Street between Bendamere Avenue and Elmwood Avenue and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

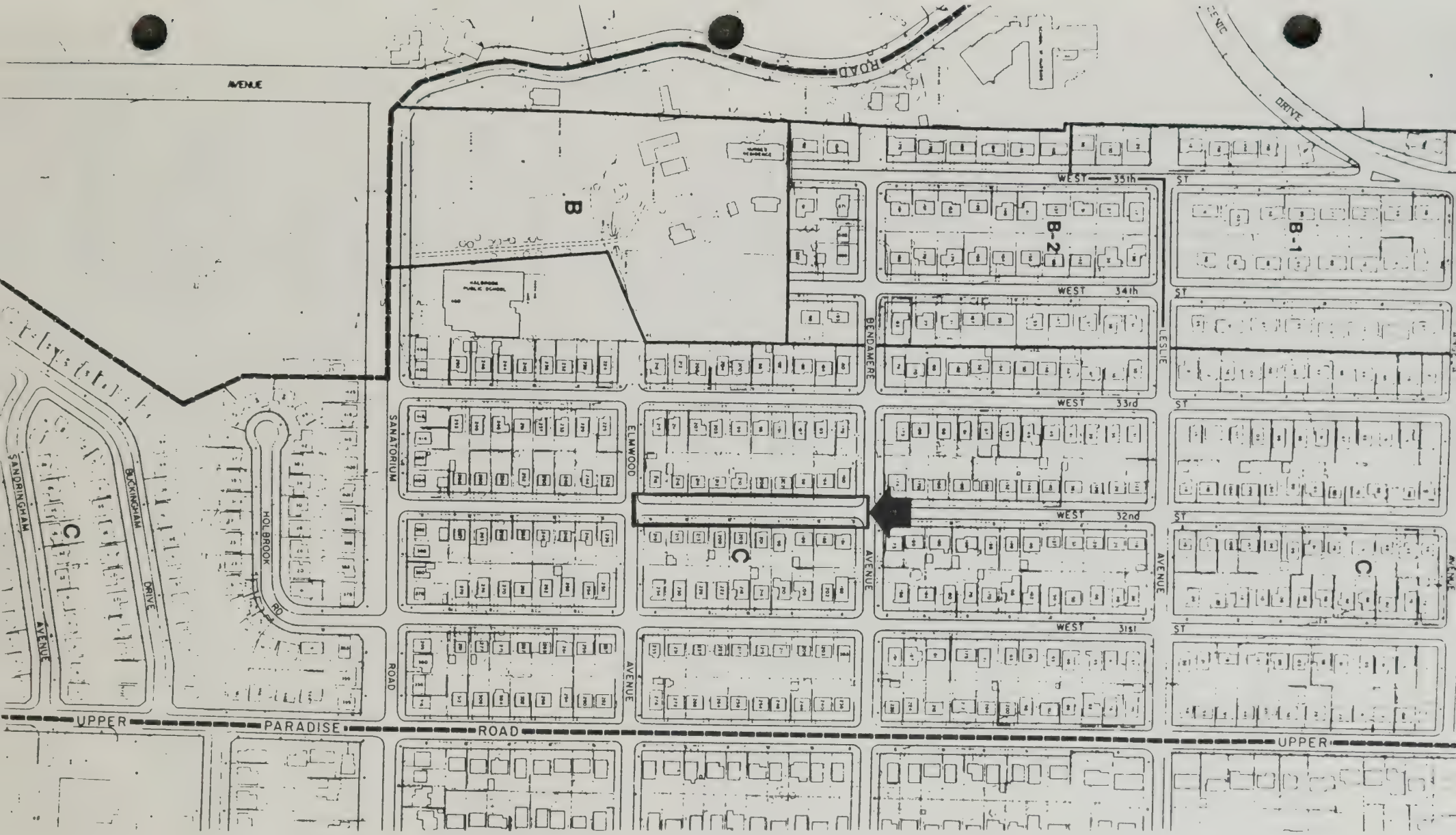
Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24 annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Staff has received a petition signed by representatives of 14 of the 20 residential properties abutting West 32nd between Bendamere and Elmwood requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this block. Twelve of the 14 residents that signed the petition are in favour of the requested regulation and 2 residents are opposed.

West 32nd has a 28 foot pavement width, and presently, parking is unrestricted on both sides of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students of the Mohawk College School of Nursing. The implementation of the requested regulation would eliminate long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24 (plus G.S.T.) per permit each year to exempt their vehicle(s) from the signed time limit regulation. Therefore, since 60 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

CVB/MBH/klk


AVENUE
ROAD
DRIVE
WEST 35th ST
WEST 34th ST
WEST 33rd ST
WEST 32nd ST
WEST 31st ST
B
B-2
B-1
C
BENDAMERE
LESLIE
AVENUE
SANATORIUM
ELMWOOD
AVENUE
ROAD
AVENUE
SANDRINGHAM
AVENUE
BUCKINGHAM
DRIVE
HOLBROOK
RD
UPPER PARADISE ROAD
UPPER

2(BX1X01)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 August 6
File No. TEC-144-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 664 Upper Wentworth Street - Request to Modify the Existing Wheelchair Loading Zone

RECOMMENDATION:

That the existing "Wheelchair Loading Zone, 9:00 a.m. to 11:00 p.m., Seven Days a Week" regulation on the north side of Vickers Road commencing at a point 86 feet west of Upper Wentworth Street and extending to a point 30 feet westerly therefrom be revised such that the regulation commences at a point 86 feet west of Upper Wentworth Street and extends to a point 50 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

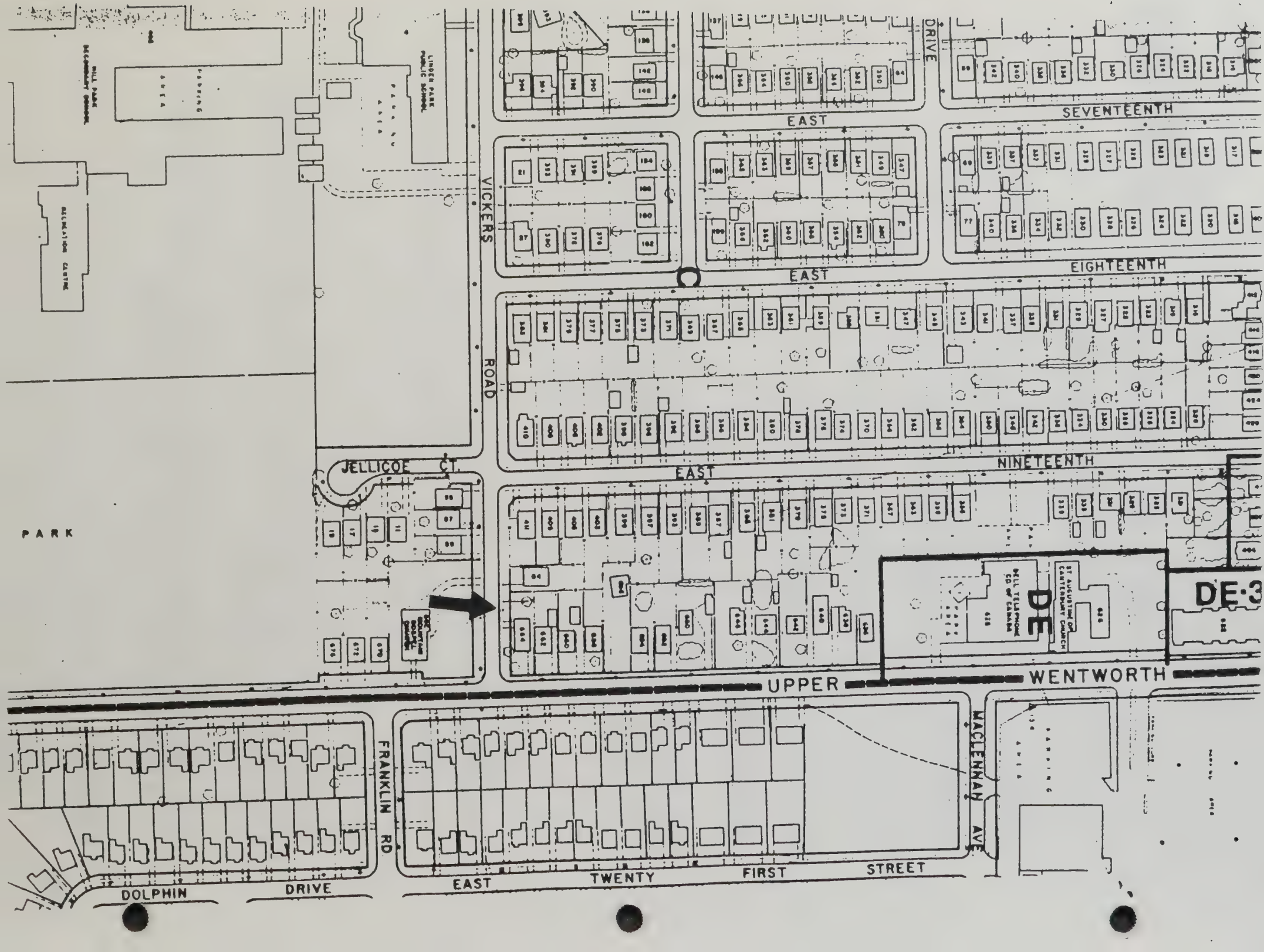
Sufficient funds are available in the 1996 operating budget to cover the cost of revising the subject signs.

BACKGROUND:

Staff has received a request from Bill Hill, 664 Upper Wentworth Street that the existing "Wheelchair Loading Zone, 9:00 a.m. to 11:00 p.m., Seven Days a Week" regulation on the north side of Vickers Road adjacent to his home be extended to provide additional manoeuvering room for Darts vehicles accessing this space.

Since virtually all residents in this area have available off-street parking and since this space is available for parking after 11:00 p.m., staff does not anticipate any significant change to the existing parking conditions. Therefore, staff concurs with the request.

CVB/MBH/klk


DRIVE
EAST
SEVENTEENTH
VICKERS
ROAD
EAST
EIGHTEENTH
JELLICOE CT.
EAST
NINETEENTH
PARK
UPPER
WENTWORTH
DE
DE-3
FRANKLIN RD
MACLENNAN AVE
DOLPHIN
DRIVE
EAST
TWENTY
FIRST
STREET

2(8)(i)(p)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 August 7
File No. TEC-146-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 333 Fairfield Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the west side of Fairfield Avenue commencing at a point 225 feet south of Vansitmart Avenue and extending to a point 20 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Al Caldwell, No. 333 Fairfield Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

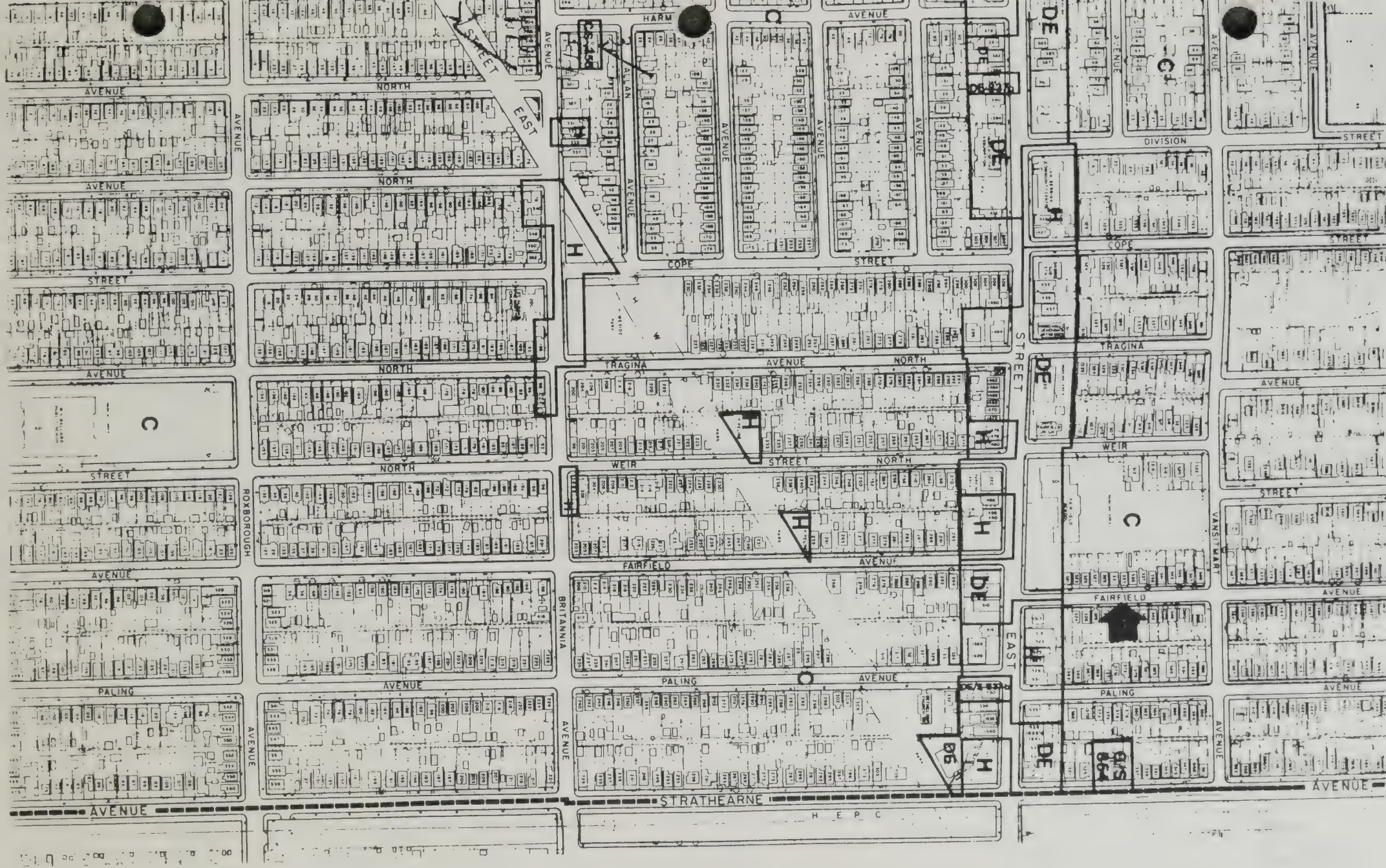
BACKGROUND:

Staff has received a request from Mr. Al Caldwell that a reserved "Permit Parking" space be designated on the west side of Fairfield in front of his home since he is disabled.

Fairfield has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents' homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Caldwell possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

CVB/MBH/klk


AVENUE
NORTH
EAST
STREET
HARM
ALLAN
COPE
TRAGINA
WEIR
FAIRFIELD
PALING
ROXBOROUGH
BRITANNIA
DIVISION
VANSTMART
STRATHEARNE
H E P C
C
H
DE

2(B)(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 August 9
File No. TEC-120-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 177 Fairfield Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the west side of Fairfield Avenue commencing at a point 263 feet south of Britannia Avenue and extending to a point 20 feet southerly therefrom, and on the east side of Fairfield Avenue commencing at a point 343 feet south of Britannia Avenue and extending to a point 18 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Brad Dayment, 177 Fairfield Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

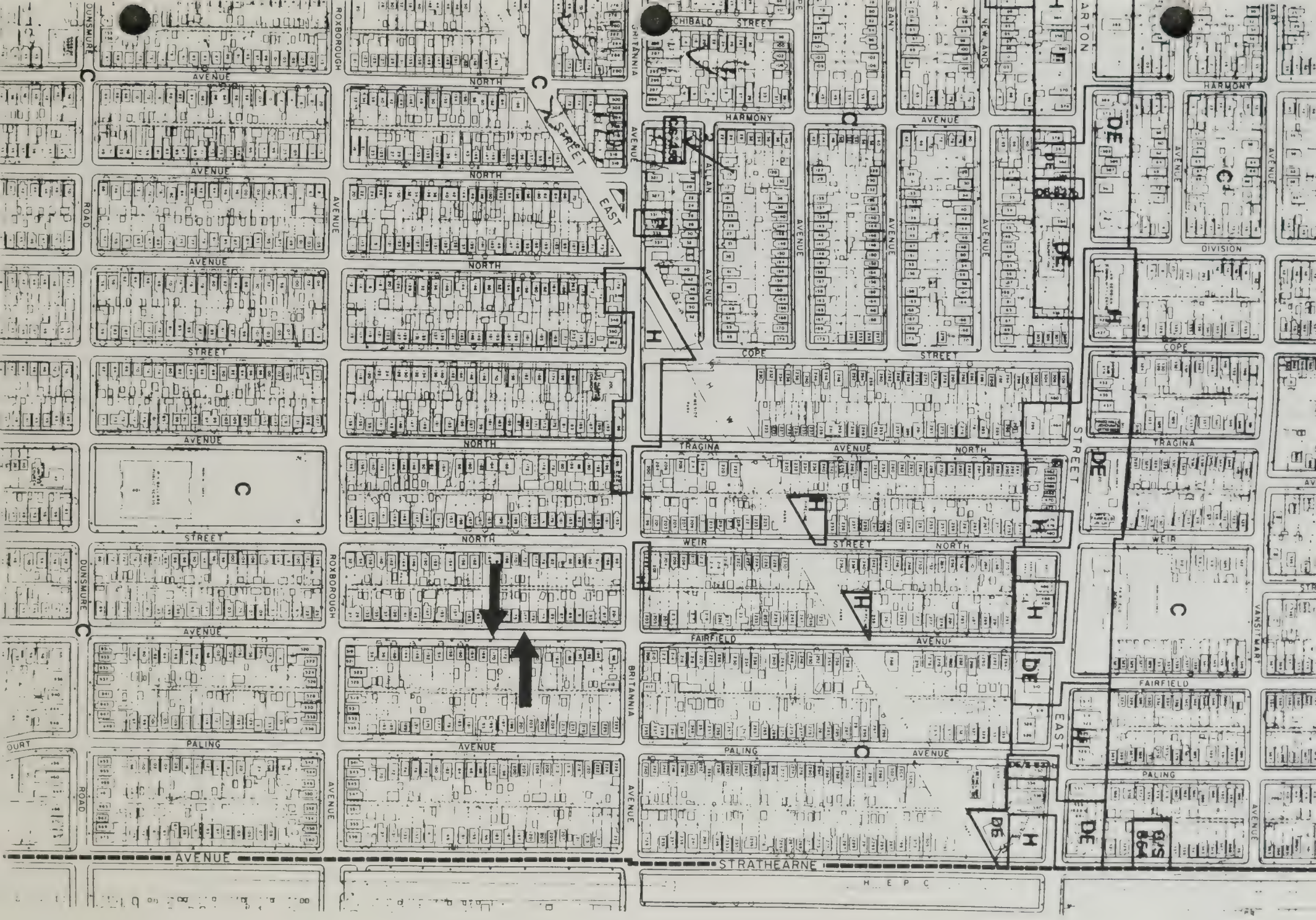
BACKGROUND:

Staff has received a request from Mr. Dayment, 177 Fairfield Avenue, that a reserved "Permit Parking" space be designated on both sides of the street directly in front of and across from his home since he is disabled.

Fairfield has a 30 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year round basis. Staff has been advised by Ms. Rose Squires, 170 Fairfield Avenue, that she supports the implementation of a reserved "Permit Parking" space in front of her home for use by Mr. Dayment.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Dayment possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

CVB/MBH/kg


DUNSMURE
ROXBOROUGH
AVENUE
NORTH
STREET
EAST
ROAD
BRITANNIA
ARCHIBALD
HARMONY
ALLAN
COPE
TRAGINA
WEIR
FAIRFIELD
PALING
STRATHEARNE
DIVISION
VANSTMART
H E P C

2(8X1X1)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 August 9
File No. TEC-145-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Stanley Avenue between Dundurn Street South and MacDonald Avenue - Parking Regulations

RECOMMENDATION:

a) That the existing "No Parking" regulation on the south side of Stanley Avenue commencing at Dundurn Street South and extending to a point 450 feet westerly therefrom be replaced with a "No Stopping" regulation; and,

b) That the existing "Alternate Side Parking" regulation on the north side of Stanley Avenue from Dundurn Street South to a point 410 feet westerly therefrom and on the south side from Dundurn Street South to a point 459 feet westerly therefrom be removed; and,

c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of removing, manufacturing, erecting and maintaining the required signs.

BACKGROUND:

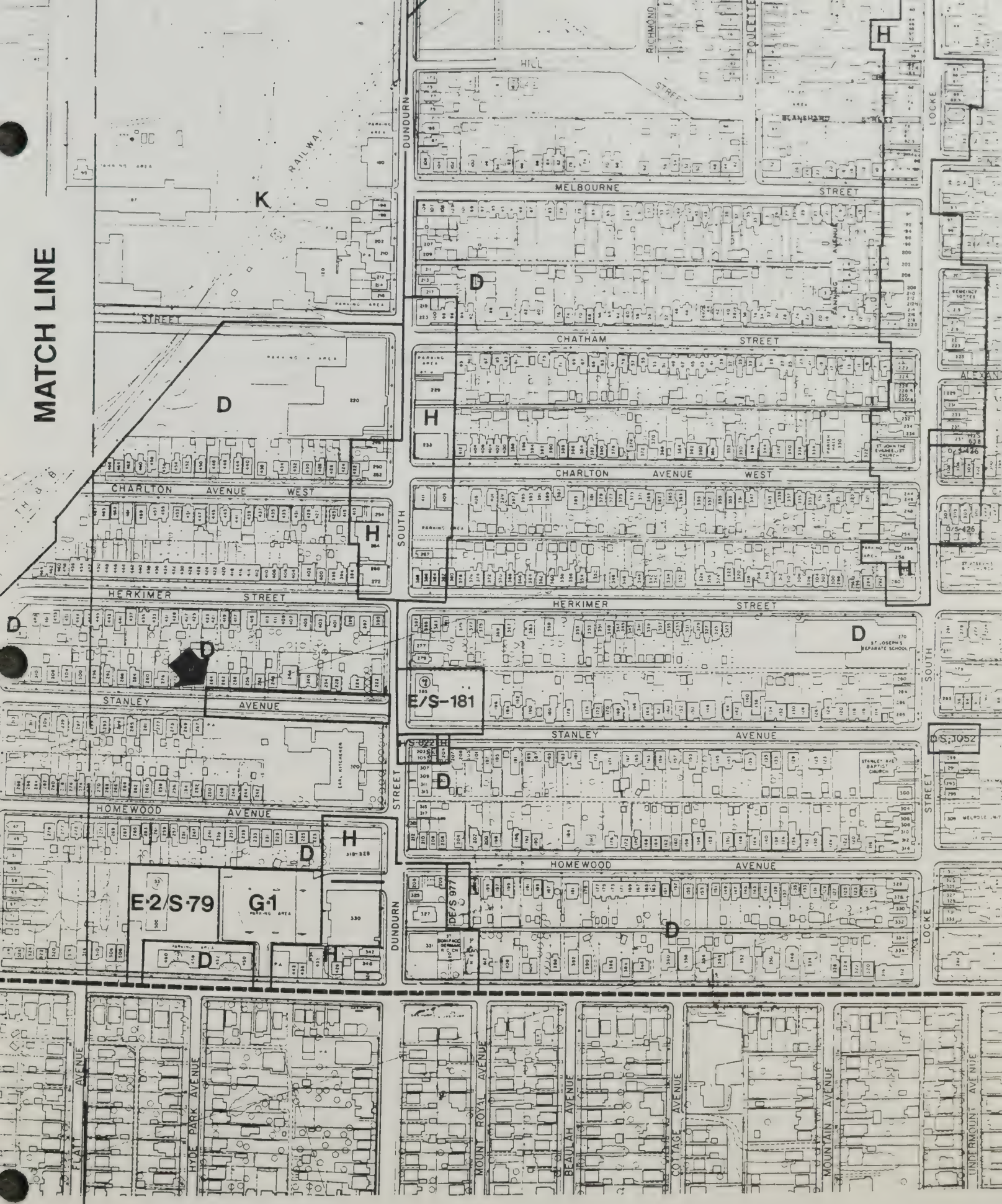
Staff has received a request from Ms. D. Calder Louth, Principal of Earl Kitchener Elementary School, 300 Dundurn Street South, that a "No Stopping" regulation be implemented on the south side of Stanley from Dundurn to the westerly limits of the school playground.

Stanley has a 24 foot pavement width, and presently, there is a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation in conjunction with an "Alternate Side Parking" regulation in this block. Also, there is a "No Parking" regulation on the south side of the street from Dundurn to 459 feet westerly, adjacent to the school property.

Ms. Calder Louth has advised of concern for the safety of the children attending the school. The concern is a result of parents picking up/dropping off their children at school and stopping within the "No Parking" area and impeding the vision of children attempting to cross Stanley. The school has attempted several times to advise parents on the appropriate locations to park to eliminate the safety concerns, but to no avail. They are requesting that "No Stopping" regulations be implemented adjacent to the school. Staff has investigated these concerns and concurs with the request.

While investigating these concerns, staff also noted that there is no on-street parking at the east end of the block in the area of the playground when parking is prohibited on the north side under the existing "Alternate Side Parking" regulation. Staff has contacted representatives of ten of the twelve residential properties abutting this area to determine if the existing "Alternate Side Parking" regulation in this area could be removed to allow full-time parking on the north side which would be controlled by the existing "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation. Seven of the ten residents support removing the "Alternate Side Parking" regulation from this area, two had no opinion and one is opposed. Therefore, since 58 percent of the abutting residents are in support, staff recommends that the existing "Alternate Side Parking" regulation on the east end of the block be removed.

CVB/MBH/klk


MATCH LINE
HILL
STREET
RICHMOND
POULETTE
LOCKE
MELBOURNE
STREET
RAILWAY
DUNDURN
K
D
H
CHATHAM
STREET
CHARLTON
AVENUE
WEST
SOUTH
HERKIMER
STREET
STANLEY
AVENUE
E/S-181
HOMEWOOD
AVENUE
E-2/S-79
G-1
DE/S 977
D/S-1052
D/S-426
FLAT
AVENUE
HYDE PARK AVENUE
MOUNT ROYAL AVENUE
BEAULAH AVENUE
COTTAGE AVENUE
MOUNTAIN AVENUE
LINDEMOUNT AVENUE

2(BXi)(s)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 August 8
File No. TEC-152-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 301 Cumberland Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the west side of Norway Avenue commencing at a point 24 feet north of Cumberland Avenue and extending to a point 20 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Webb, 301 Cumberland Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. Webb, 301 Cumberland Avenue, that a reserved "Permit Parking" space be designated on the west side of Norway adjacent to his home for use by his son as he is disabled.

Norway has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year round basis. However, Mr. Webb has advised that his son requires the space on his side of the street only so as not to inconvenience other area residents. Loading and unloading may occur on his side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents' homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Webb possesses a valid permit. An investigation has revealed that there is a driveway at the rear of the property, however, Mr. Webb has advised that the driveway is used by his wife. Therefore, staff concurs with the request.

CVB/MBH/klk


MAIN STREET EAST
H/S-633a
D
H/S 633
E-2/S 895
H
H/S-577
H
H/S 733a
H
D
SPRINGER AVENUE
ALBERT STREET
G13
E/S-86
SOUTH
ELM STREET
SOUTH
ASHFORD BLVD
STREET
MAPLEWOOD AVENUE
MAPLEWOOD AVENUE
D
D/S-209
AVENUE
AVENUE
GILMOUR PLACE
STREET
AVENUE
AVENUE
D
BLAKE
AFTON
AVENUE
D/S-880
ROSELAND AVE.
NORWAY
LORNE
PROSPECT
CEDAR
BALSAM
Lmr-2
CUMBERLAND AVENUE
D/S-478
CUMBERLAND AVENUE
JJ
C
M-14
E
J
RAILWAYS
CANADIAN NATIONAL RLYS
A
MOUNTAIN PARK AVE
MOUNTAIN
STAIRWAY ACCESS

2(BXi)(t)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 August 8
File No. TEC-154-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Tom Street between Dundurn Street North and Breadalbane Street - Parking Regulations, and No. 80 Tom Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That the existing "No Parking" regulation on the north side of Tom Street between Dundurn Street North and Breadalbane Street be switched to the south side; and,

(b) That a "Permit Parking" regulation be implemented on the north side of Tom Street commencing at a point 194 feet west of Dundurn Street North and extending to a point 21 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(c) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mark Smith, No. 80 Tom Street.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

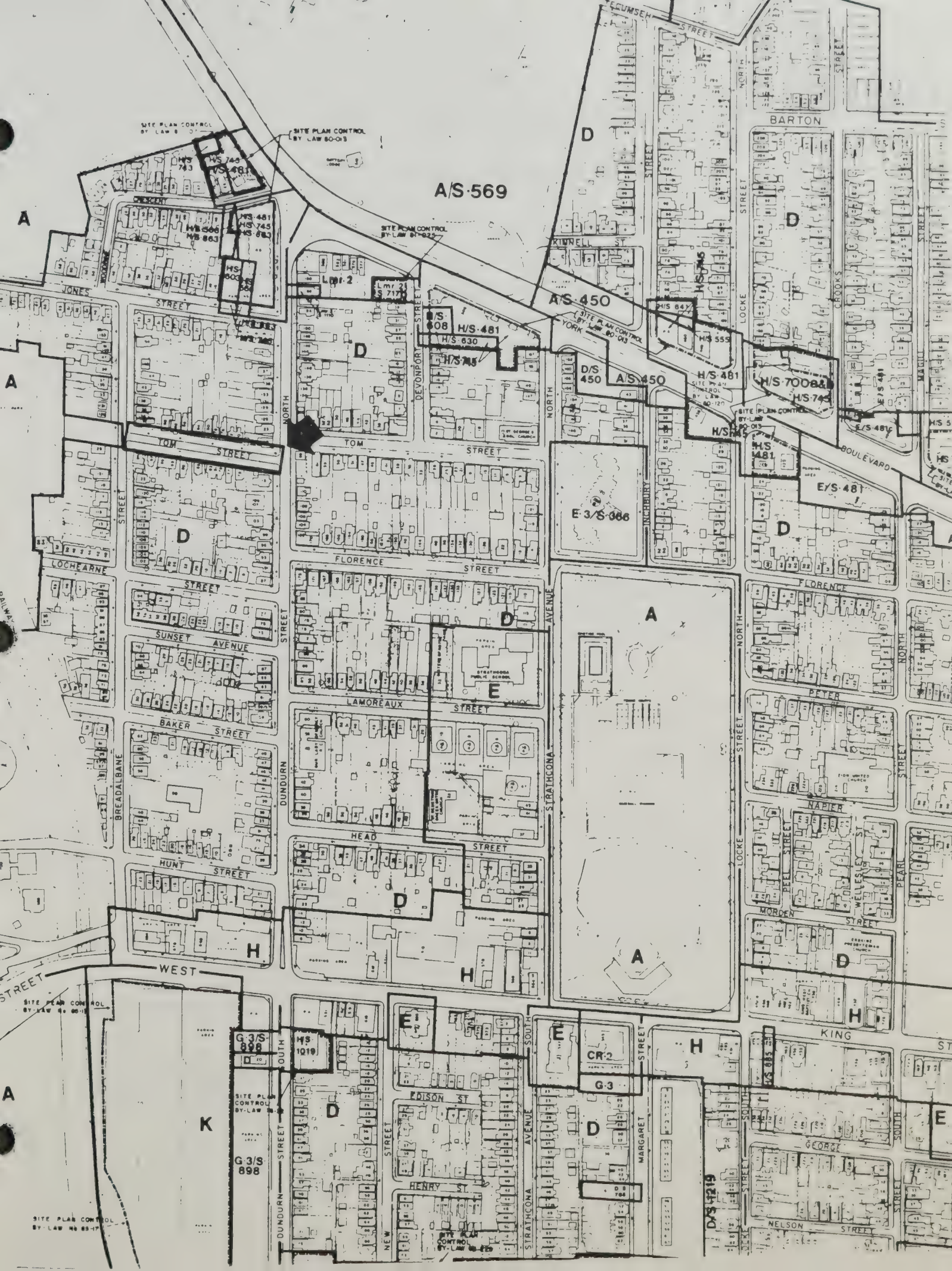
Staff has received a petition signed by representatives of 18 of the 24 residential properties abutting Tom between Dundurn and Breadalbane requesting that the existing "No Parking" regulation on the north side of Tom be switched to the south side of the street in this block. Fourteen of the 18 petitioners are in favour of the requested changes and four are opposed.

Tom has a 25 foot pavement width, and presently, there is a "No Parking" regulation on the north side and unrestricted parking on the south side of the street in this block. The resident that circulated the petition expressed concern that there are more parking spaces on the north side than on the south side. An investigation has confirmed that there are 8 spaces on the south side and 12 spaces on the north side. Therefore, since 58 percent of the abutting residents are in favour of the requested changes, staff concurs with the request.

Staff has also received a request from Mark Smith, 80 Tom Street, that, once the existing regulations are switched, a reserved "Permit Parking" space be designated on the north side of Tom in front of his home since he is disabled.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents' homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Smith possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on private property. Therefore, staff concurs with this request.

CVB/MBH/klk


A/S-569
A/S-450
SITE PLAN CONTROL BY-LAW 80-013
SITE PLAN CONTROL BY-LAW 81-022
TECUMSEH STREET
BARTON STREET
JONES STREET
TOM STREET
FLORENCE STREET
LOCHEARNE STREET
SUNSET AVENUE
LAMOREAUX STREET
BAKER STREET
HEAD STREET
HUNT STREET
WEST STREET
KING STREET
NAPIER STREET
MORDEN STREET
NELSON STREET
HENRY ST.
EDISON ST.
KINNELL ST.
YORK BOULEVARD
DEVONPORT STREET
NORTH STREET
SOUTH STREET
LOCKE STREET
CROOKS STREET
INCHBURY STREET
STRATHCONA AVENUE
DUNDURN STREET
BREADALBANE STREET
MARGARET AVENUE
PEEL STREET
PEARL STREET
WELLESLEY ST.
NEW STREET
GEORGE STREET
PETER STREET
H/S-481
H/S-630
H/S-745
H/S-700
H/S-555
H/S-1019
E/S-481
E-3/S-866
D/S-450
D/S-1219
G-3/S-898
CR-2
G-3

2(B)(i)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 August 9
File No. TEC-137-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 260 Tragina Avenue North - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Tragina Avenue North commencing at a point 475 feet south of Barton Street East and extending to a point 16 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Don Mitchell, 260 Tragina Avenue North.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

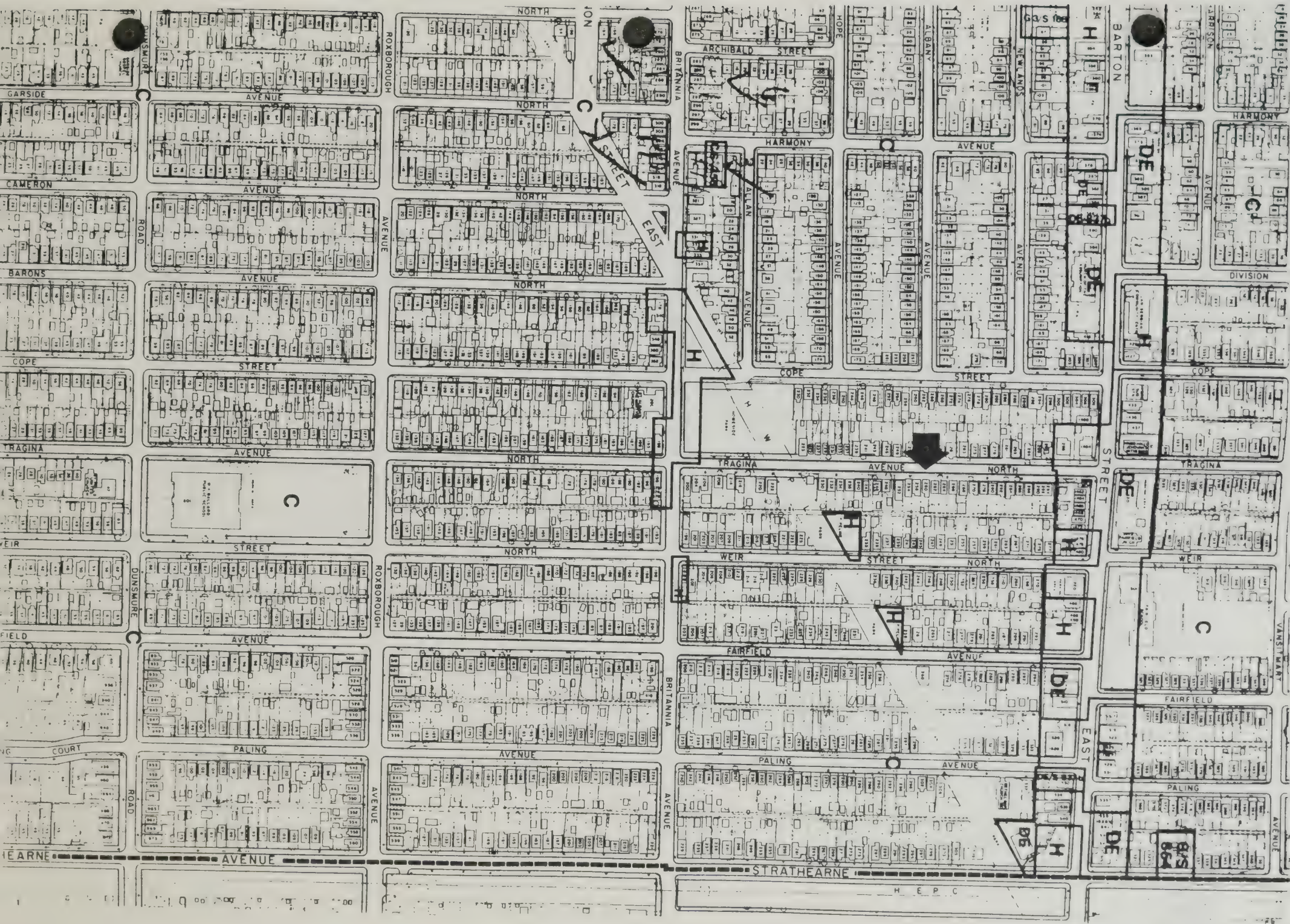
BACKGROUND:

Staff has received a request from Mr. Don Mitchell, 260 Tragina Avenue North, that a reserved "Permit Parking" space be designated on the east side of Tragina directly in front of his home since he is disabled.

Tragina has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year round basis. However, Mr. Mitchell has advised that he requires the space on his side of the street only so as not to inconvenience other area residents. Loading and unloading may occur on his side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Mitchell possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

CVB/MBH/kg


GARSIDE
AVENUE
CAMERON
AVENUE
BARONS
AVENUE
COPE
STREET
TRAGINA
AVENUE
WEIR
STREET
FIELD
AVENUE
COURT
PALING
AVENUE
EARNE
AVENUE
DUNSMURE
ROAD
ROXBOROUGH
AVENUE
NORTH
BRITANNIA
AVENUE
STREET
EAST
ARCHIBALD
STREET
HOPE
ALBANY
NEWLANDS
HARMONY
AVENUE
ALLAN
AVENUE
BARTON
STREET
HARMONY
AVENUE
DIVISION
COPE
STREET
TRAGINA
AVENUE
NORTH
WEIR
STREET
NORTH
FAIRFIELD
AVENUE
FAIRFIELD
EAST
PALING
AVENUE
PALING
AVENUE
STRATHEARNE
AVENUE
H E P C

2(B)(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 July 16
File No. TEC-127-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersections of Broughton Avenue and Grayrocks Avenue and Broughton Avenue and Ossington Avenue - Intersection Control

RECOMMENDATION:

a) That eastbound traffic on Broughton Avenue be required to stop for northbound and southbound traffic on Grayrocks Avenue; and,

b) That three-way stop control be implemented at the intersection of Ossington Avenue and Broughton Avenue; and,

c) That the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Bob Charters has advised of a concern that there are no intersection control signs at the intersection of Broughton Avenue and Grayrocks Avenue. Alderman Tom Jackson has also advised of traffic concerns in this area and has requested that three-way stop control be implemented at the intersection of Broughton and Ossington.

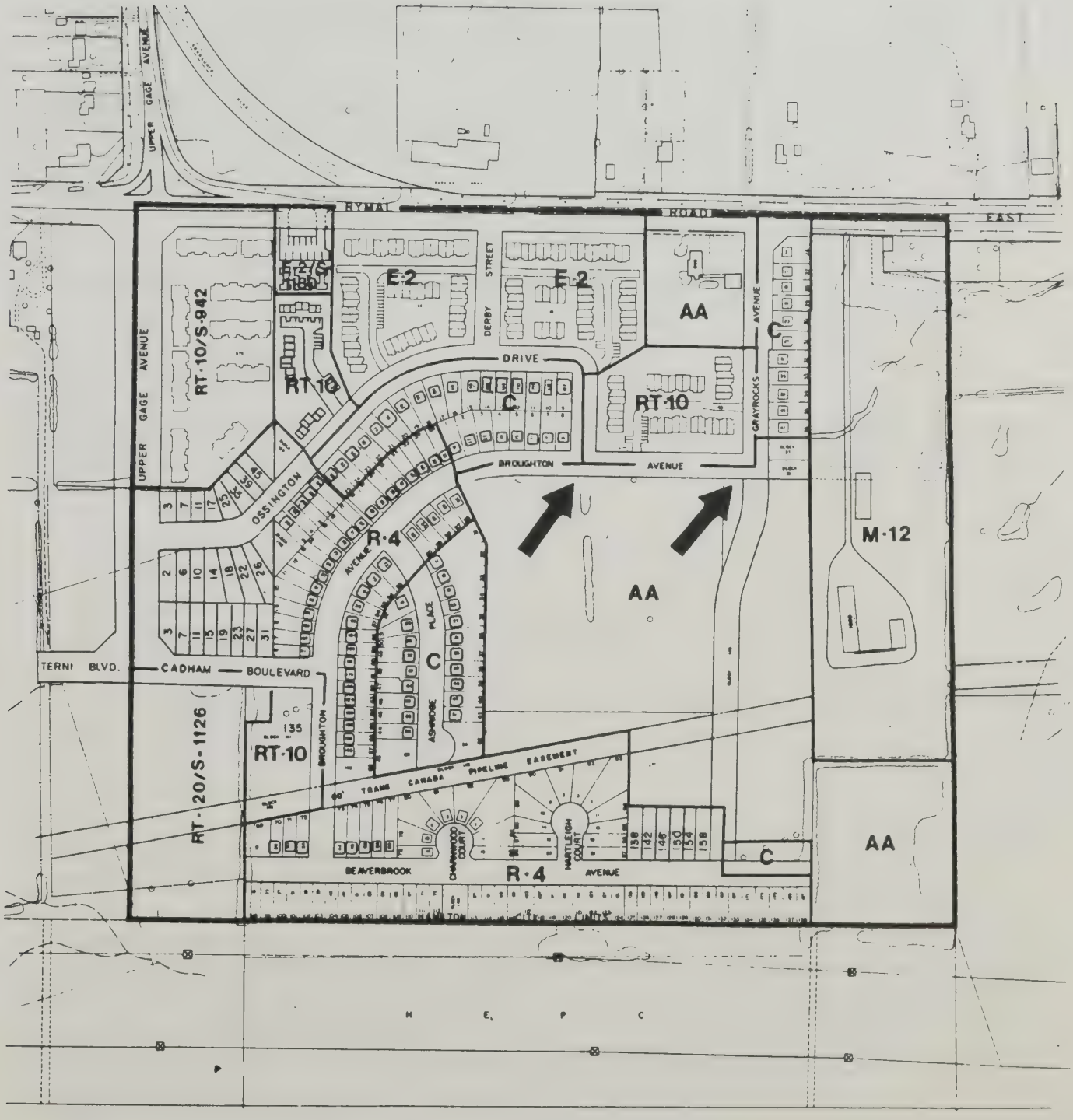
1. Intersection of Broughton and Grayrocks

The subject intersection is a "T" type intersection which deads just south of Broughton. City Council approved a three-way stop for this intersection in 1991, but the stop signs were not erected because these streets were not fully developed. It is unlikely that this area will be developed in the near future such that three-way stop control is not warranted at this time. However, staff recommends an eastbound stop sign at this intersection as an interim measure until the streets are fully developed.

2. Intersection of Broughton and Ossington

The subject intersection is a "T" type intersection, and presently, southbound traffic on Ossington is required to stop for eastbound and westbound traffic on Broughton. Records indicate that there have been no reported collisions at this intersection since its construction approximately six years ago. However, since the intersection is opposite a park such that large volumes of young pedestrians will be expected to cross Broughton at Ossington, at least one of the criteria respecting the use of all direction stop control is met. Therefore, staff concurs with the request for all-way stop control.

CVB/MBH/klk


RYMAL ROAD EAST
UPPER GAGE AVENUE
E-2
E-2
DERBY STREET
AA
C
RT-10/S-942
RT-10
C
RT-10
GRAYROCKS AVENUE
DRIVE
BROUGHTON AVENUE
OSSINGTON AVENUE
R-4
AA
M-12
TERNI BLVD.
CADHAM BOULEVARD
RT-20/S-1126
RT-10
BROUGHTON
ASHRIDGE PLACE
C
60' TRANS CANADA PIPELINE EASEMENT
CHANNWOOD COURT
HARTLEIGH COURT
BEAVERBROOK
R-4
AVENUE
C
AA

2(B)(ii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 August 7
File No. TEC-151-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Kingsway Drive and John Street South
- Intersection Control

RECOMMENDATION:

That westbound traffic on Kingsway Drive be required to stop for northbound and southbound traffic on John Street South and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

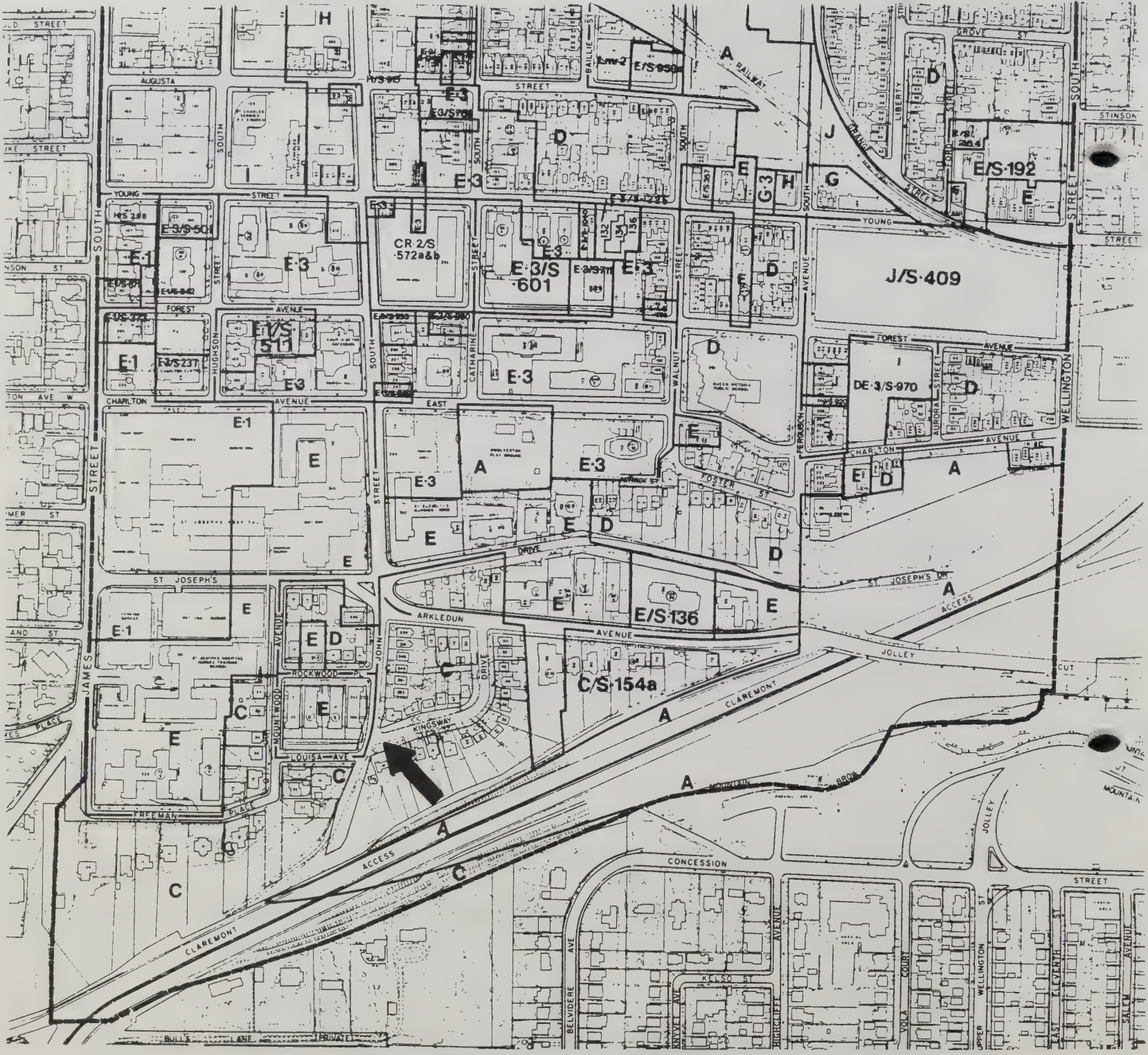
Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required sign.

BACKGROUND:

Staff has received a request from Steve Evered, 12 Kingsway Drive, that stop control be implemented at the intersection of Kingsway Drive and John Street South.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that westbound traffic on Kingsway be required to stop for northbound and southbound traffic on John.

CVB/MBH/klk



All Lands Within This Neighbourhood Is Subject To Site Plan Control By-law No. 90-285.

21 10 95 41 31 125 123 22 68 This is not a Legal Document For Zoning Verification Please Contact City Building Department	CITY C MIL CORKTOW ZONING
Neighbourhood Boundary	0

2(B)(ii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 August 7
File No. TEC-153-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Roanoke Road and Paradise Road North
- Intersection Control

RECOMMENDATION:

That eastbound and westbound traffic on Roanoke Road be required to stop for northbound and southbound traffic on Paradise Road North and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

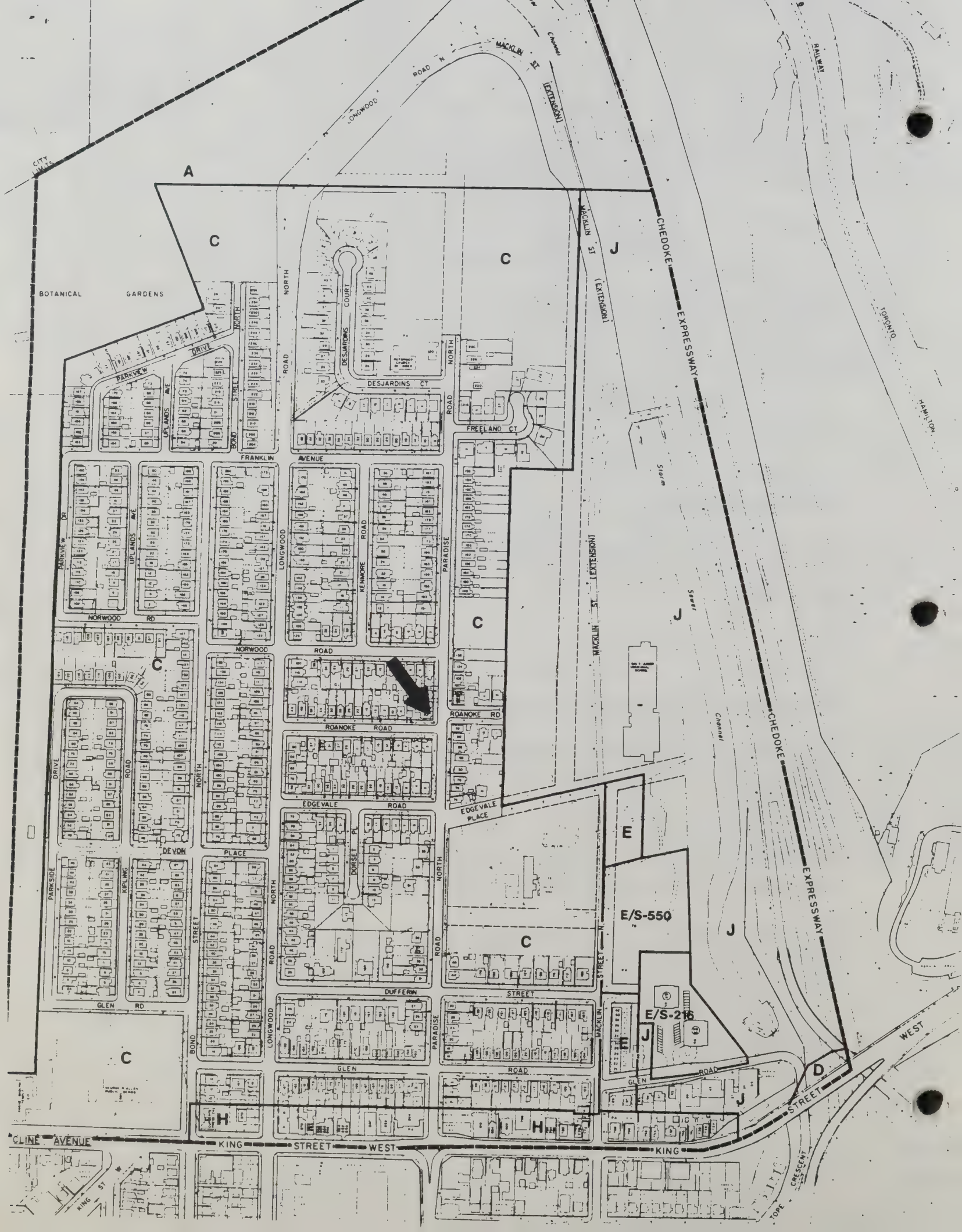
Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Karen Knox, 100 Paradise Road North, that stop control be implemented at the intersections of Roanoke Road and Paradise Road North.

The subject intersection is an off-set four-leg intersection (or two "T" type intersections), and presently, there are no intersection control signs. Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that eastbound and westbound traffic on Roanoke be required to stop for northbound and southbound traffic on Paradise.

CVB/MBH/klk


BOTANICAL GARDENS
CITY LIMITS
LONGWOOD ROAD N
MACKLIN ST EXTENSION
CHEDOKE EXPRESSWAY
RAILWAY
TORONTO
HAMILTON
DESJARDINS COURT
DESJARDINS CT
FREELAND CT
FRANKLIN AVENUE
PARKVIEW DR
UPLANDS AVE
NORWOOD RD
LONGWOOD ROAD NORTH
KENMORE ROAD
PARADISE ROAD
ROANOKE ROAD
EDGEVALE PLACE
DEVON DRIVE
PARKSIDE DRIVE
KIPLING AVENUE
DORSET PL
DUFFERIN STREET
GLEN ROAD
BOND STREET NORTH
MACKLIN ST N
E/S-550
E/S-216
KING STREET WEST
CLINE AVENUE
KING ST
TOPE CRESCENT
A
C
D
E
H
J

2(B)(ii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 August 9
File No. TEC-155-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Tia Drive and Nugent Drive
- Intersection Control

RECOMMENDATION:

That northbound traffic on Tia Drive be required to stop for eastbound and westbound traffic on Nugent Drive and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

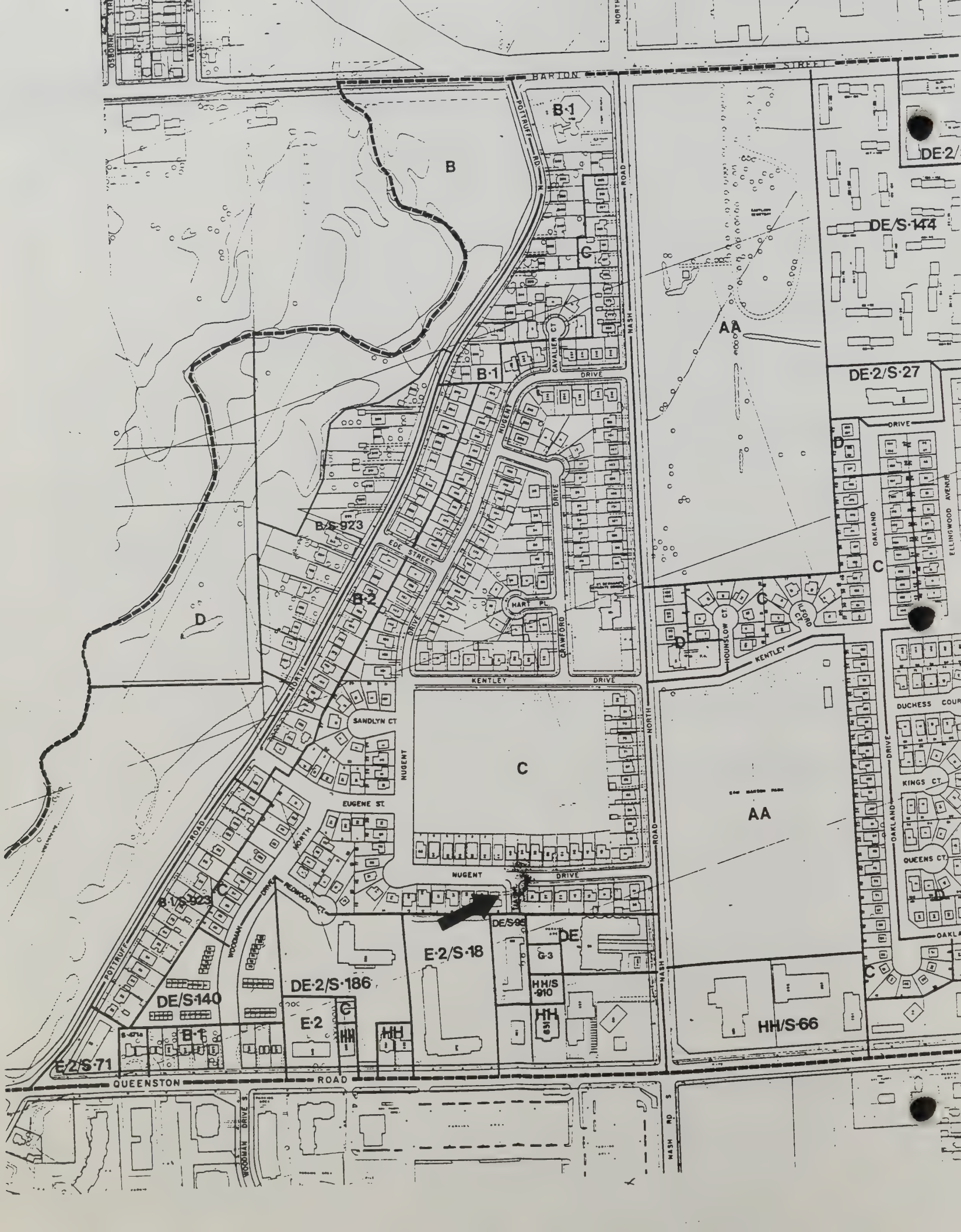
Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Chad Collins advised of a request from John Mattaroccia, 105 Tia Drive, that stop control be implemented at the intersection of Tia Drive and Nugent Drive.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that northbound traffic on Tia be required to stop for eastbound and westbound traffic on Nugent.

CVB/MBH/klk


BARTON STREET
POTTRUFF RD.
NASH ROAD
CAVALIER CT
DRIVE
NUGENT
MART PL
CRAWFORD
EDE STREET
NORTH
SANDLYN CT
EUGENE ST.
REDWOOD CT
WOODMAN DRIVE
KENTLEY
HOUNSLOW CT
ILFORD CT
OAKLAND
ELLINGWOOD AVENUE
DUCHESS COURT
KINGS CT.
QUEENS CT.
QUEENSTON ROAD
WOODMAN DRIVE S
NASH RD S
B
B-1
C
AA
D
B-2
B/S-923
DE-2/S-27
DE/S-144
DE-2/
E-2/S-18
DE/S-140
DE-2/S-186
E-2
E-2/S-71
HH/S-66
HH/S-910
G-3
DE

2(B)(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 June 24
File No. TEC-104-96 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Courtland Avenue and Stone Church Road West - School Crossing Guard

RECOMMENDATION:

That the existing hours of the School Crossing Guard at the intersection of Courtland Avenue and Stone Church Road West be extended to include the lunch time school crossing periods on a permanent basis.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost of adding the lunch time crossing service at this location is approximately $2500. plus administrative costs per year. It is anticipated that proposed changes in the School Crossing Guard Program will allow for this added cost to be accommodated within budget.

BACKGROUND:

Staff were recently contacted by Ms. Karen Mrksic, 3 McIntosh Avenue, requesting that an investigation be undertaken to determine if the School Crossing Guard located at the intersection of Courtland Avenue and Stone Church Road West should be on duty during the lunch time school crossing periods. City Council approved the assignment of the School Crossing Guard to this location on 1988 January 12, for the morning and evening school crossing times only. At that time there were adequate gaps in traffic during lunch for the children to cross safely on their own.

Recent studies indicate that there are a total of 10 children crossing Stone Church during the lunch periods. It has also been determined that there are no safe gaps in traffic at this time. The extension of Stone Church westerly to the Meadowlands area in Ancaster has resulted in a significant increase in traffic on this portion of Stone Church.

Under approved emergency procedures a School Crossing Guard was assigned to work the lunch school crossing periods beginning on 1996 June 04. Therefore, staff recommends that the School Crossing Guard's duty time be extended to include the lunch time school crossing periods on a permanent basis.

Further studies have been undertaken to determine the need for a pedestrian priority signal at this intersection. The studies have concluded that the location meets the warrant for a pedestrian priority signal. As a result, this location will be recommended for a pedestrian priority signal in the proposed 1997 Regional Traffic Signal budget. In accordance with City Council policy, the School Crossing Guard would be removed from this location if a pedestrian signal is installed.

TA/MBH/kg

2(8)(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 August 7
File No. TEC-147-96 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Inverness Avenue and Upper Wellington Street - School Crossing Guard

RECOMMENDATION:

That the lunch time school crossing service be discontinued at the intersection of Inverness Avenue and Upper Wellington Street.

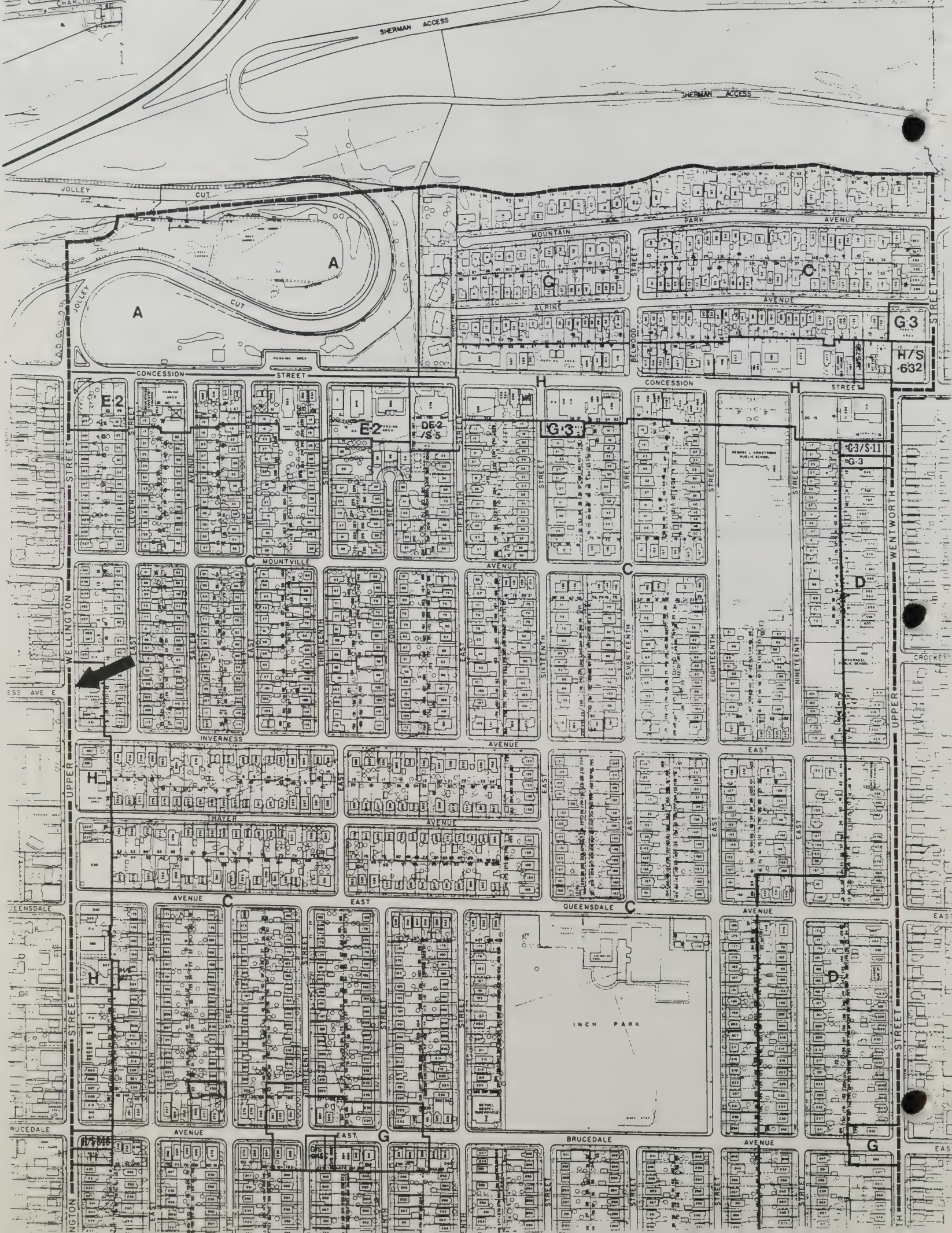
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The reduction in hours of this school crossing location will result in a savings of approximately $2,500 plus administrative costs per year.

BACKGROUND:

The school crossing location of Inverness Avenue and Upper Wellington Street is currently supervised during the morning, lunch dismissal, lunch entry and evening school crossing periods. Surveys indicate that no children use the school crossing during both lunch crossing periods. Therefore, staff recommend that the lunch time school crossing periods be eliminated at the intersection of Inverness Avenue and Upper Wellington Street.

TA/MBH/klk


SHERMAN ACCESS
SHERMAN ACCESS
JOLLEY CUT
JOLLEY CUT
A
A
PARK AVENUE
MOUNTAIN STREET
ALPINE AVENUE
BELWOOD STREET
CONCESSION STREET
CONCESSION STREET
G-3
H/S 632
G-3/S-11
E-2
E-2
DE-2 /S-5
MOUNTVILLE AVENUE
INVERNESS AVENUE
THAYER AVENUE
QUEENSDALE AVENUE EAST
BRUCEDALE AVENUE EAST
WELLINGTON STREET
UPPER WENTWORTH STREET
ELEVENTH STREET
TWELFTH STREET
THIRTEENTH STREET
FOURTEENTH STREET
FIFTEENTH STREET
SIXTEENTH STREET
SEVENTEENTH STREET
EIGHTEENTH STREET
NINETEENTH STREET
SALEM AVENUE EAST
CROCKET
INCH PARK

2(BXiiiXc)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 August 7
File No. TEC-148-96 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Barons Avenue North and Britannia Avenue - School Crossing Guard

RECOMMENDATION:

That the lunch time school crossing service be discontinued at the intersection of Barons Avenue North and Britannia Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

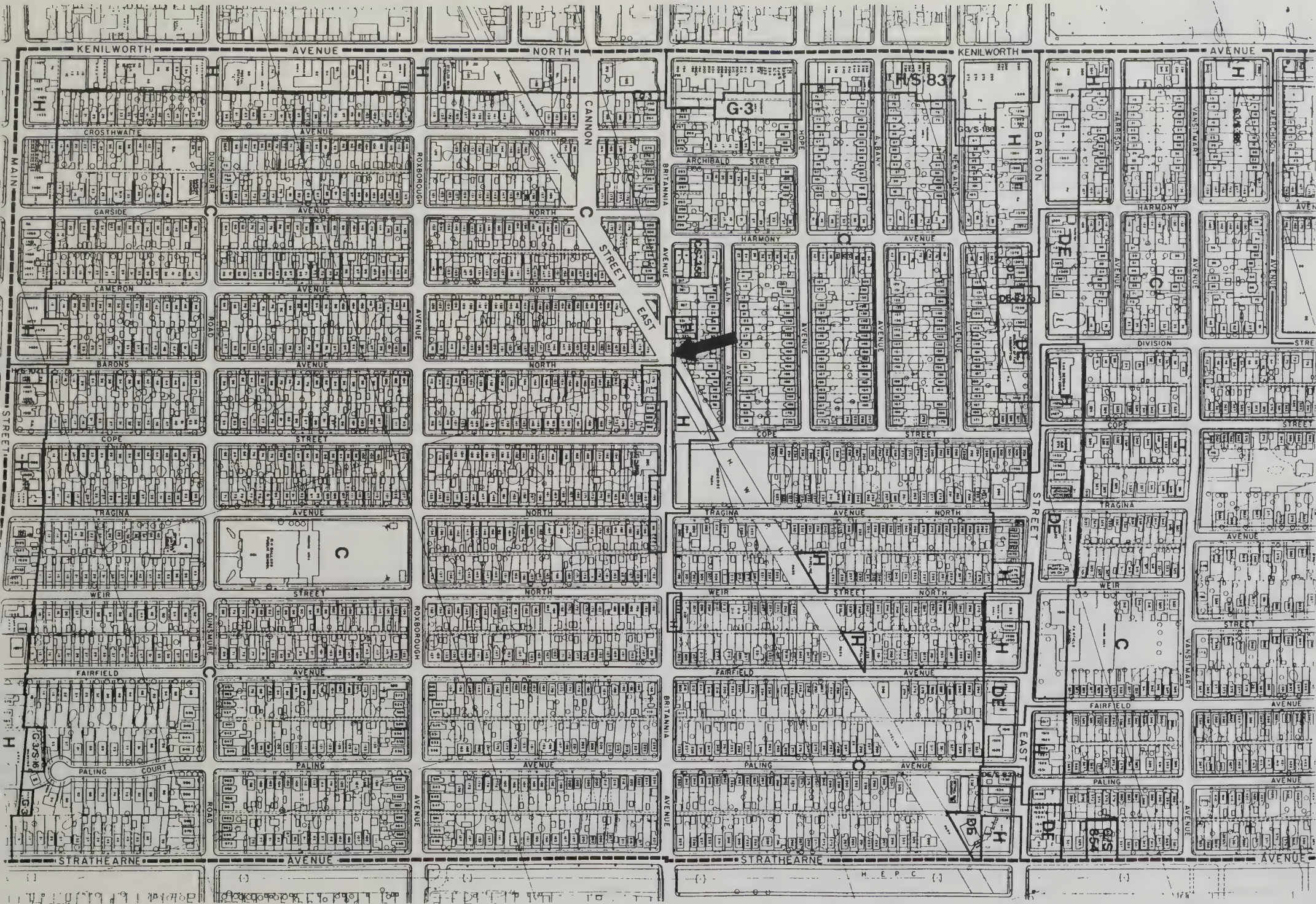
The reduction in hours of this school crossing location will result in a savings of approximately $2,500 plus administrative costs per year.

BACKGROUND:

The school crossing location of Barons Avenue North and Britannia Avenue is currently supervised during the morning, lunch dismissal, lunch entry and evening school crossing periods. Recent surveys indicate that two children regularly use the school crossing during the first lunch school crossing period and three children regularly use the crossing during the second school crossing period. All of these children attend Ballard Middle School. During both school crossing periods, there are adequate gaps in traffic for pedestrians to cross Britannia safely.

Staff have spoken to the parents of all the children involved and they are in agreement that the School Crossing Guard be removed during these times. Therefore, staff recommends that the lunch time school crossing periods be eliminated at the intersection of Barons and Britannia.

TA/MBH/klk


KENILWORTH AVENUE NORTH
KENILWORTH AVENUE
CROSTHWAITE AVENUE NORTH
GARSIDE AVENUE NORTH
CAMERON AVENUE NORTH
BARONS AVENUE NORTH
COPE STREET
TRAGINA AVENUE NORTH
WEIR STREET NORTH
FAIRFIELD AVENUE
PALING AVENUE
PALING COURT
STRATHEARNE AVENUE
STRATHEARNE AVENUE
ARCHIBALD STREET
HARMONY AVENUE
DIVISION
CANNON STREET EAST
MAIN STREET
BARTON STREET
DUNSMURE ROAD
ROXBOROUGH AVENUE
BRITANNIA AVENUE
ALLAN AVENUE
ALBANY AVENUE
NEWLANDS AVENUE
HOPE AVENUE
HARRISON AVENUE
VANSTMART AVENUE
G-31
H/S 837
G3/S 188
G3/S 189
H E P C

2(B)(iii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 August 7
File No. TEC-149-96 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Upper Gage Avenue and Thorley Drive - School Crossing Guard

RECOMMENDATION:

That the lunch time school crossing service be discontinued at the intersection of Upper Gage Avenue and Thorley Drive.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

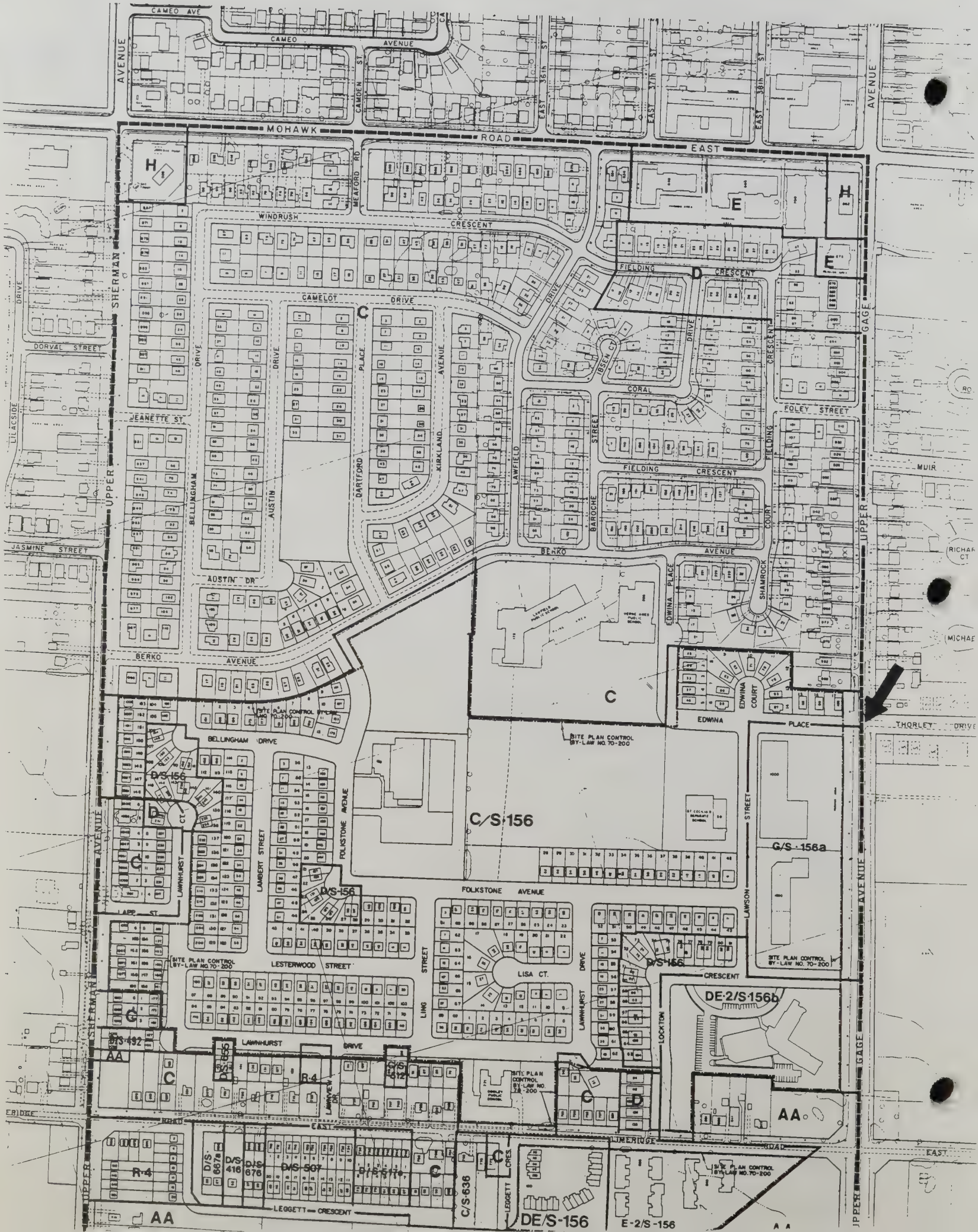
The reduction in hours of this school crossing location will result in a savings of approximately $2,500 plus administrative costs per year.

BACKGROUND:

The school crossing location of Upper Gage Avenue and Thorley Drive is currently supervised during the morning, lunch dismissal, lunch entry and evening school crossing periods. This intersection is controlled by a pedestrian priority signal, thus pedestrians are protected when crossing Upper Gage. When the pedestrian priority signal was installed, it was approved by the Transport and Environment Committee to retain the School Crossing Guard to provide adult crossing assistance only for children crossing Thorley which is controlled by stop signs. The concern related to the high volume of turning traffic passing through the Thorley crosswalks.

Observations have identified that during the first lunch crossing period, there are four children assisted by the guard. Three of these children are in either grades 7 or 8. The fourth child is a junior kindergarten child accompanied by their parent. During the second lunch period, two children use the guard and both are in grade 7. Turning traffic at this location is less than one vehicle per minute over the lunch hour. Therefore, staff recommends that the lunch time school crossing periods be eliminated at the intersection of Upper Gage and Thorley.

TA/MBH/klk


CAMEO AVE
CAMEO AVENUE
MOHAWK ROAD EAST
WINDRUSH CRESCENT
CAMELOT DRIVE
FIELDING CRESCENT
FOLEY STREET
DORVAL STREET
JEANETTE ST
JASMINE STREET
BERKO AVENUE
AUSTIN DR
BELLINGHAM DRIVE
FOLKSTONE AVENUE
LESTERWOOD STREET
LAWNHURST DRIVE
LEGGETT CRESCENT
LISA CT.
EDWINA PLACE
EDWINA COURT
SHAMROCK COURT
SITE PLAN CONTROL BY-LAW NO. 70-200
C/S-156
G/S-156a
DE-2/S-156b
DE/S-156
E-2/S-156
D/S-156
D/S-492
D/S-865
D/S-612
D/S-867a
D/S-416
D/S-676
D/S-507
C/S-636
R-4
AA
UPPER SHERMAN AVENUE
UPPER GAGE AVENUE

2(B)(iii)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 August 7
File No. TEC-150-96 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Concession Street and East 36th Street - School Crossing Guard

RECOMMENDATION:

That the lunch time school crossing service be discontinued at the intersection of Concession Street and East 36th Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

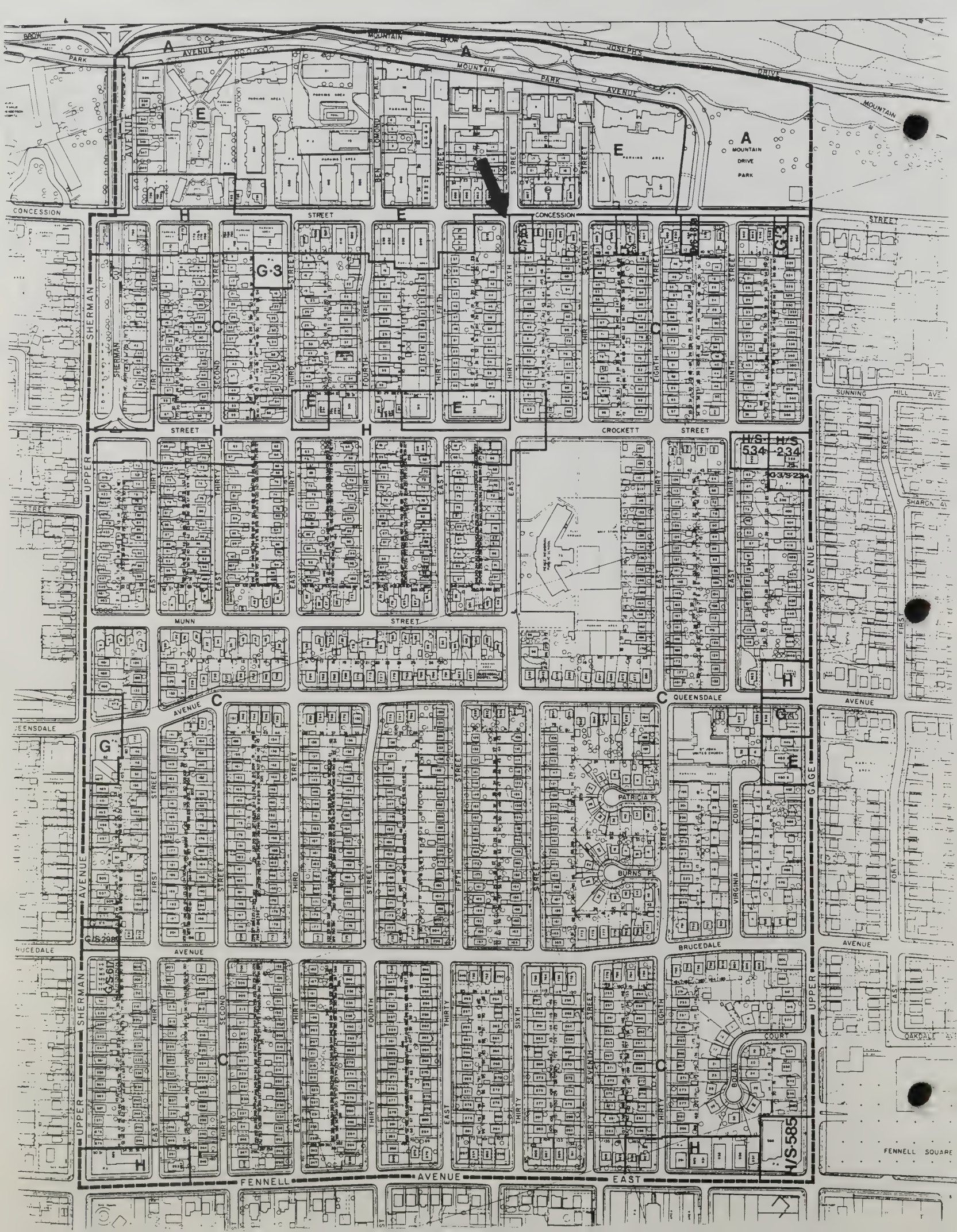
The reduction in hours of this school crossing location will result in a savings of approximately $2,500 plus administrative costs per year.

BACKGROUND:

The school crossing location of Concession Street and East 36th Street is currently supervised during the morning, lunch dismissal, lunch entry and evening school crossing periods. Recent surveys indicate that two children regularly use the school crossing during the first lunch school crossing period and three children regularly use the crossing during the second school crossing period. During both school crossing periods, there are adequate gaps in traffic for pedestrians to cross Concession safely.

Staff have spoken to the parents of all the children involved and they are in agreement that the School Crossing Guard be removed during these times. As well, the Ward Aldermen have reviewed the matter and are in agreement with the proposal. Therefore, staff recommend that the lunch time school crossing periods be eliminated at the intersection of Concession and East 36th.

TA/MBH/klk


MOUNTAIN PARK AVENUE
ST. JOSEPH'S DRIVE
MOUNTAIN DRIVE PARK
CONCESSION
SHERMAN AVENUE
UPPER GAGE AVENUE
FENNELL AVENUE EAST
CROCKETT STREET
MUNN STREET
QUEENSDALE AVENUE
BRUCEDALE AVENUE
PATRICIA PL.
BURNS PL.
BOLAN COURT
VIRGINIA COURT
SUNNING HILL AVE.
SHARON AV.
OAKDALE AV.
FENNELL SQUARE
H/S 534-234
H/S-585
G-3
G-6
G-7
G/S 2986
G/S 617

2(B)(iv)

CITY OF HAMILTON

-RECOMMENDATION-

DATE: 1996 August 1
S715-31 P. Strong
S715-32
S715-33
S719-70

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: J.D. Thoms
Commissioner
Regional Environment Department

SUBJECT: 1996 Servicing Expenditures Related to Subdivisions (R-96-41)

RECOMMENDATION:

a i) That the City's share of services in "Orchard Park Estates - Phase 2", previously approved in the amount of $3,267.00, be increased to a total of $6,667.00 and that the additional amount of $3,400.00 be financed from Account Centre No. 00107 -Reserve for Services Through Unsubdivided Lands.

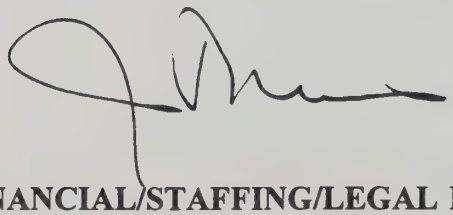
a ii) That the City's share of services in "Orchard Park Estates - Phase 3", previously approved in the amount of $7,265.00, be increased to a total of $14,765.00 and that the additional amount of $7,500.00 be financed from Account Centre No. 00107 -Reserve for Services Through Unsubdivided Lands.

a iii) That the City's share of services in "Orchard Park Estates - Phase 4", previously approved in the amount of $16,573.00, be increased to a total of $26,573.00 and that the additional amount of $10,000.00 be financed from Account Centre No. 00107 -Reserve for Services Through Unsubdivided Lands.

Cont'd....

Cont'd....

a iv) That the City's share of services in "Summerfield at the Orchards", previously approved in the amount of $122,922.00, be increased to a total of $152,922.00 and that the additional amount of $30,000.00 be financed from Account Centre No. 00107 -Reserve for Services Through Unsubdivided Lands.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The net amount to be financed from all 1996 projects related to subdivision expenditure, including this recommendation is $196,615.07. The 1996 Capital Budget includes a provision of $1,000,000.00 for the City's share of subdivision expenditures in 1996.

BACKGROUND:

"ORCHARD PARK ESTATES - PHASE 2 AND PHASE 3"

Council has previously approved funding for the City's share of costs in "Orchard Park Estates -Phase 2 and 3" at their meeting on 1993 July 27 in adopting Item 3 of the Transport and Environment Committee Report 10-93. The City's share for the cost of services at that time was financed through the City's Account for Unsubdivided Land.

The amount of the increase of the City's share, is $3,200.00 for Phase 2 and $7,500.00 for Phase 3, respectivley. The City originally approved $3,267.00 for Phase 2 and $7,65.00 for Phase 3.

The additional amount for the City's share is associated with the extra depth of the granular base required for the stabilization of final roads due to the poor soil conditions in the general area of these subdivisions.

The City's share is non-recoverble in the future.

"ORCHARD PARK ESTATES - PHASE 4"

Council has previously approved funding for the City's share of costs in Orchard Park Estates - Phase 4 at their meeting on 1995 February 14 in adopting Item 16 of the Transport and Environment Committee Report 3-95. The City's share for the cost of services at that time financed through the City's Account for Unsubdivided Land.

The amount of the increase of the City's share, is $10,000.00 for Phase 4. The City originally approved $16,573.00 for Phase 4.

The additional amount for the City's share is associated with the extra depth of the granular base required for the stabilization of final roads due to the poor soil conditions in the general area of these subdivisions.

The City's share is non-recoverble in the future.

"SUMMERFIELD AT THE ORCHARDS"

Council has previously approved funding for the City's share of costs in Summerfield at the Orchards at their meeting on 1992 June 30 in adopting Item 61 of the Transport and Environment Committee Report 7-92. The City's share for the cost of services at that time was to be financed through the City's Account for Unsubdivided Land.

The amount of the increase of the City's share, is $30,000.00 for Phase 4. The City originally approved $122,922.00 for this development.

The additional amount for the City's share is associated with the extra depth of the granular base required for the stabilization of final roads due to the poor soil conditions in the general area of these subdivisions.

The City's share is non-recoverble in the future.

Note: All four subdivisions are located in the "Gourley Neighbourhood", north of Stone Church Road East and west of West Fifth Street.

PS

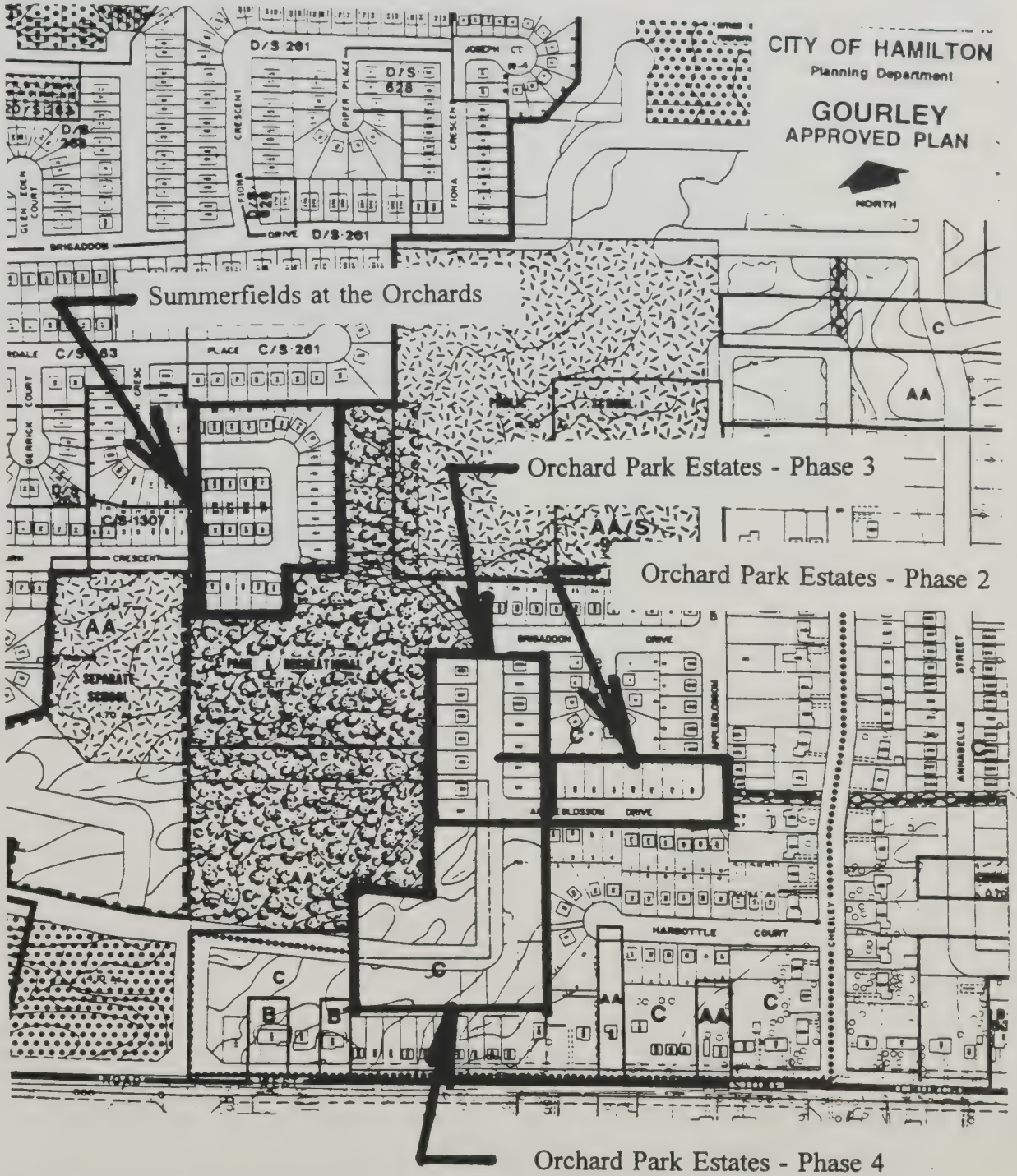
cc: A. C. Ross, City Treasury Department, Att: N. Adhya
cc: Councillor D. Ross, Chairman, Finance and Administration Committee
cc: S. Reeder, Secretary, Finance and Administration Committee

T&E/PS

1996 SUBDIVISION EXPENDITURE SUMMARY

Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES: 0.3 METRE RESERVE COSTS	CITY'S SHARE OF EXPENDITURES: NON-RECOVERABLE & OVERSIZED COSTS	CITY'S SHARE	ORIGINAL APPROP. APPROVED	TOTAL CITY'S SHARE
ORCHARD PARK ESTATES - PHASE 2 FILE NO. S715-31 P. STRONG		Council 93-07-27 ITEM 3 P+D Report 10-93	Catch Basins & Connections Curbs & Sidewalks Finished Roads	$0.00 $0.00 $0.00	$0.00 $0.00 $3,400.00	$3,400.00	$3,267.00	$6,667.00
ORCHARD PARK ESTATES - PHASE 3 FILE NO. S715-32		Council 93-07-27 ITEM 3 P+D Report 10-93	Catch Basins & Connections Curbs & Sidewalks Finished Roads	$0.00 $0.00 $0.00	$0.00 $0.00 $7,500.00	$7,500.00	$7,265.00	$14,765.00
ORCHARD PARK ESTATES - PHASE 4 FILE NO S715-33 P.STRONG		Council 95-02-14 ITEM 16 P+D Report 3-95	Catch Basins & Connections Curbs & Sidewalks Finished Roads	$0.00 $0.00 $0.00	$0.00 $0.00 $10,000.00	$10,000.00	$16,573.00	$26,573.00
SUMMERFIELD AT THE ORCHARDS FILE NO. S719-70 P.STRONG		Council 92-06-30 ITEM 61 P+D Report 7-92	Catch Basins & Connections Curbs & Sidewalks Finished Roads	$0.00 $0.00 $0.00	$0.00 $0.00 $30,000.00	$30,000.00	$122,922.00	$152,922.00
TOTALS:				$0.00	$50,900.00	$50,900.00	$150,027.00	$200,927.00

* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable



LOCATION PLAN

SUBLIST/DISC

2(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 August 19

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

TRANSPORTATION AND ENVIRONMENT COMMITTEE

Date	From	Subject	Date Distributed
1996 July 10	Chief Administrative Officer	City Engineer's Responsibilities	1996 July 10
1996 July 5	Regional Environmental Department	Recycling Collection Delays	1996 July 5
1996 July 16	Regional Environmental Department	Recycling Collection Delays	1996 July 16
1996 June	Ontario Good Roads Association	Monthly Bulletin	1996 July 25
1996 July 24	Commissioner of Public Works and Traffic	Processing of City of Hamilton Traffic By-law Amendments	1996 August 13
1996 August 12	Chief Administrative Officer	Hamilton, Ontario and Monterrey, Mexico - NAFTA Grant for Environmental Work	1996 August 13

Kevin C. Christenson, Secretary
1996 August 19

URBAN\MUNICIPAL
CA4 ON HBL A05
C51T6
1996

URBAN MUNICIPAL
GOVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1996 September 16
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS:** (9:30 o'clock a.m.)

   (a) Proposed Alleyway Closure
   Glenfern Avenue to Amelia Street

   (i) Dr. R. Pudritz and Ms. P. Monger

   (ii) Ms. M. Leckenby and Mr. J. Fyshe

   (b) Intersection of Jackson Street West and Pearl Street
   Intersection Control

   (i) Mr. A. Aylward, 287 Jackson Street West

   (ii) Mr. D. Cuming, 309 Jackson Street West

   (c) 1504 and 1512 Upper Gage Avenue
   Recovery of Servicing costs
   Alderman T. Anderson

The Urban Municipal Collection
2nd Floor
Hamilton Public Library

(d) Proposed Closure: North Limit of East 36th Street Southerly on west side 5.79m and on west side 2.59m

2. CONSENT AGENDA

3. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

(a) CITY ENGINEER

(i) Provincial Environmental Services Inc.
Application for a Waste Disposal Site (Processing)
Certificate of Approval No. A650121

(ii) 1996 Transit Shelter Program (No Copy)

(b) TRAFFIC DIVISION

(i) Parking Regulations - South Side of Chedmac Drive
(Tabled - 1996 August 19)

(ii) Intersection of Castlefield Drive and Fernwood Crescent
Intersection Control

4. OTHER BUSINESS

Proposed Bench Advertising Agreement
(Referred back by City Council 1996 August 27)

5. ADJOURNMENT

Transport and Environment Committee

Outstanding Items

No.	Items	Original Date	Action	Status
1.	Easement Agreement Eaglewood Drive/Eleanor Neighbourhood	1996 February 6	Director of Property	Report Back
2.	Transfer of responsibilities from the Region to the City respecting services provided to the City through the Transport and Environment Committee	1996 April 1	Commissioner of Public Works and Traffic	Report Back
3.	Just Desserts - No. 1400 Upper James Street - Outdoor Patio	1996 June 17	Roads Department Staff	Report Back
4.	Installation of Bus Shelters in Gore Park following the installation of the Gore Park Fountain	1996 June 17	Commisisoner of Traffic and Environmental Services	Report Back
5.	2:00 a.m. Parking Regulation	1996 August 19	Commissioner of Public Works and Traffic	Report Back

Kevin C. Christenson, Secretary
1996 September 16

CITY OF HAMILTON

- RECOMMENDATION -

1 (a)

DATE: 1996 September 6
T103-03 (300) T. Gill

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Division

SUBJECT: Proposed Alleyway Closure:
Glenfern Avenue to Amelia Street (R-96-25)

RECOMMENDATION:

That staff be provided with direction with respect to pedestrian access between Amelia Street and Glenfern Avenue, in order to assess the merits of the application of P. Tice of Ross & McBride, agent for Dr. Ralph Pudritz and Patricia Monger owners of 139 Glenfern Avenue and Robert Botts and Margaret Botts owners of 81 Mountain Avenue, to close the north/south (assumed) alleyway from Glenfern Avenue to Amelia Street and the east/west (unassumed) alleyway from the west limit of the north/south alleyway to approximately 41 feet to the east.

E. M. Gill, P. Eng.
Senior Director
Roads Division

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Should the Committee decide to approve this request for alley closure without delay, the following recommendations should apply:

PART 1: North/south (assumed) alleyway from Glenfern Avenue to Amelia Street

a) That the Commissioner of Transportation be directed to prepare a By-law to stop-up, close and sell to the abutting owners the closed highway (north/south assumed alleyway) as established on Registered Plan 272.

cont'd...

Proposed Alleyway Closure:
Glenfern Avenue to the East/West Alleyway

Cont'd....

b) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1990, of the City's intention to pass the By-law.

c) That the applicant register a reference plan under The Registry Act, the said plan be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, to delineate the manner in which the closed portion is to be distributed among the abutting owners, and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor;

d) That the Commissioner of Transportation be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act;

e) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owner.

f) That the applicant provide an easement in favour of the Region for the existing 750mm combined sewer in the subject alleyway;

g) That the applicant provide an easement in favour of Bell Canada for an existing plant in the subject alleyway.

PART 2: East/west (unassumed) alleyway from the west limit of the north/south alleyway to approximately 41 feet to the east

1 a) That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of The Registry Act, R.S.O. 1980, for an order to stop-up and close the east/west (unassumed) alleyway from the west limit of the north/south alleyway to approximately 41 feet to the east as shown as Part Lots 34 & 35 on Registered Plan No. 275.

b) That the Commissioner of Transportation be directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed.

c) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court.

cont'd...

Proposed Alleyway Closure:
Glenfern Avenue to the East/West Alleyway

Cont'd....

d) That the Commissioner of Transportation be authorized to register a reference plan under The Registry Act, to delineate the manner in which the closed portion is to be distributed.

e) That the Commissioner of Transportation be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act.

f) That the Director of Property be authorized to proceed with the disposition of the subject lands.

2. Provided the Judge's Order to close the highway is granted:

a) That the City Solicitor be directed to prepare a by-law for the sale of the closed highway.

b) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of the City's intention to pass the by-law.

In order to prevent the creation of an additional building lot on Glenfern, which has been opposed by staff in past applications, it should be a condition of closure that the legal ownership of all the separate parcels owned by the applicant be the same, so that when the alleyway land ownership is transferred, the properties merge to become one single legal land parcel. After that were to occur, a severence would be required to create another lot, and that process would require public notification, and decisions can be appealed to the OMB.

Should the Committee decide to provide pedestrian access between Amelia and Glenfern through the assumed alley, it can do so, subject to the potential for a legal challenge to the City's right to have the encumbrances removed and the alley opened.

In the alternative, the Committee could direct that the applicants for the alley closure propose and make legal arrangements for alternate means for pedestrian access between Amelia and Glenfern as a condition of the City approving the alley closure.

cont'd...

Proposed Alleyway Closure:
Glenfern Avenue to the East/West Alleyway

Cont'd....

BACKGROUND:

A request has been received from P. Tice of Ross & McBride, agent for Dr. Ralph Pudritz and Patricia Monger, owners of 139 Glenfern Avenue, and Robert Botts and Margaret Botts owners of 81 Mountain Avenue, to close the assumed north/south alleyway from Glenfern Avenue to Amelia Street and the unassumed east/west alleyway from the west limit of the north/south alleyway to approximately 41 feet to the east as shown on the attached drawing.

An additional request has been received from Mr. Marty McManus, owner of 85 Mountain Avenue, to close the portion of the north/south (assumed) alleyway abutting the rear of 85 Mountain Avenue and Amelia Street. The purpose of this closure application is to enable the application for land severance of a building lot fronting on Amelia Street. Staff are circulating this application. Pending the decision of Council on this report and the results of the circularization a further report will be presented to Council.

These alleyways have never been opened for vehicular use and have mature trees, a concrete block wall and a garage located upon them. The north/south alleyway is not traversable, and has not been for at least 25 years according to the petition.

Of the five residents abutting this alleyway, four are in favour of the closure and one is opposed. Petitions and additional letters in support of the closure were attached to the application, some of which suggest that pedestrian access between Amelia and Glenfern was historically not encouraged or permitted by previous owners. However, the abutting resident opposed to the closure indicates in his letter that because this alleyway became encumbered and was not officially opened for public use, alternate pedestrian access continued to be provided by adjoining property owners.

The owners of 139 Glenfern Avenue wish to consolidate the alleyway lands, to the extent that such lands abut their present property, in order to create one parcel of land to eliminate the possibility of an additional building lot facing Glenfern Avenue. Another reason the owners would like to consolidate their property is to resolve outstanding zoning by-law issues and other issues resulting from unauthorized encumbrances on the alley.

As indicated in the letters attached to the application, there are differences of opinion about whether or not pedestrian access has historically been provided between Amelia and Glenfern. It is the recommendation of staff that this matter be resolved before approving the closure of the alleys, because, subject to a legal challenge, the City may proceed with opening the alley between Amelia and Glenfern to provide pedestrian access. In the alternative, the Committee

cont'd...

Proposed Alleyway Closure:
Glenfern Avenue to the East/West Alleyway

Cont'd....

may direct that the applicant make legal arrangements for alternate means for pedestrian access between Amelia and Glenfern as a condition of approving an alley closure.

Two previous requests to close the alleyway were received in 1992 and 1993 from R. Lees, agent for the owner Mr. Sam Rosenblatt of 139 Glenfern Ave. The purpose of the requests was to create a new building lot with 42' frontage, as the applicant was the abutting owner on both sides.

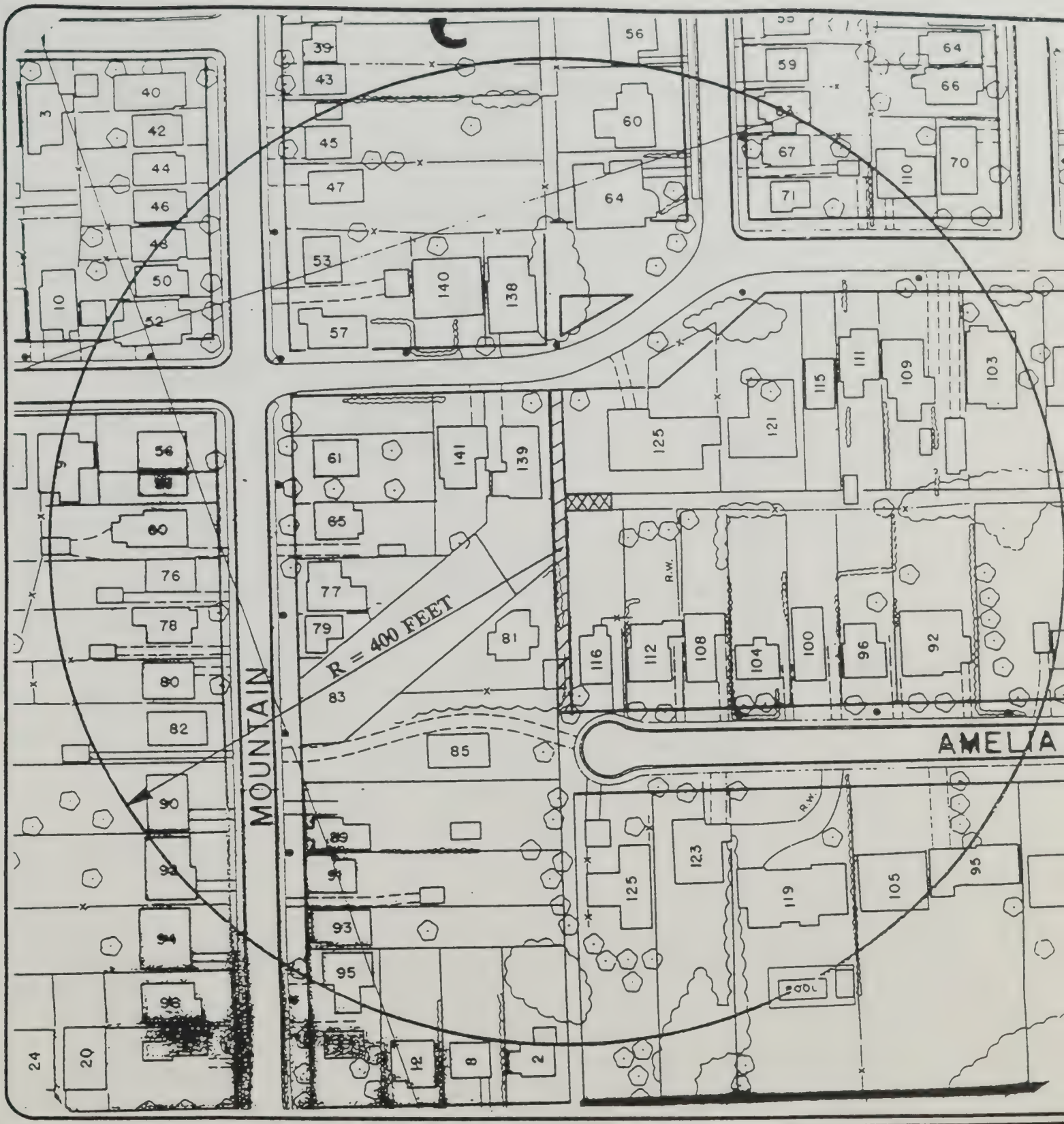
The request was circularized both times, to 117 residents, and the majority of respondents were opposed to that application for closure, in part because of opposition to an additional building lot on Glenfern, and in part because of opposition to eliminating pedestrian access between Amelia and Glenfern. Municipal Departments and Utility Companies had no objections; however, the Environmental Services Department requested an easement in favour of the Region with regards to a 750mm combined sewer in the alleyway, and Bell Canada indicated that a Bell plant is located in the alleyway therefore an easement in favour of Bell Canada must be provided.

Staff recommended denial of the applications, given that there were a number of planning issues involved with the proposal to build infill housing in a mature residential area, on a road allowance that is substandard in width, and it was noted that the applicant would still have the opportunity to either go to Committee of Adjustment or for a rezoning of the property, but these involve traditional planning processes which could ultimately be appealed to the Ontario Municipal Board. Committee and Council denied the applications for closure at that time.

The present application was not circularized again, because there had been two previous circularizations on the same application. The main difference with the present application is that the applicants do not intend to create an additional building lot on Glenfern. Staff would recommend that the ownership of the applicants' lands and the alleyways merge so that the future creation of a building lot would be subject to an application to the Land Division Committee and its traditional notification and public involvement processes, with that Committee's decision being subject to appeal to the Ontario Municipal Board.

It is recommended that the issue with respect to pedestrian access between Amelia and Glenfern be resolved prior to approving an application for alley closures, because one option available to the City is to open the alleys to provide that access. In the alternative, Committee could direct that the applicants propose and make legal arrangements for alternate means for pedestrian access between Amelia and Glenfern as a condition of the City approving the alley closures.

emg:



LOCATION PLAN

FOR PROPOSED PUBLIC ALLEYWAY CLOSURES

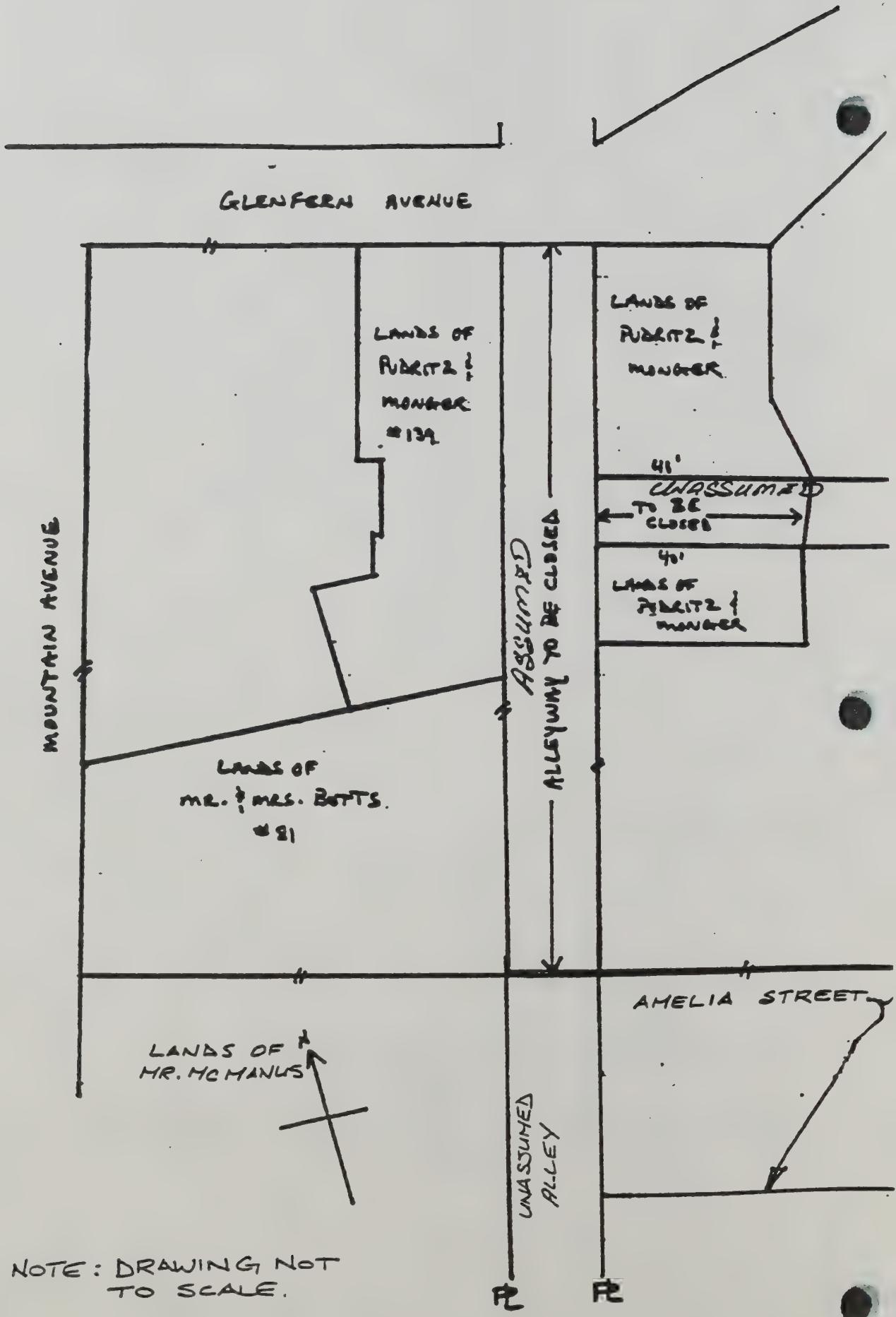
1. ASSUMED NORTH/SOUTH ALLEY
2. UNASSUMED EAST/WEST ALLEY

Regional Municipality of Hamilton-Wentworth
Transportation / Enviromental Services Group
Roads Department

Legend

AREA OF PROPOSED PUBLIC ALLEYWAY CLOSURES

North	Scale	Reference File No.
	Not to Scale	T103 03 (334)
	Date	
	APRIL 1, 1996	


GLENFERN AVENUE
LANDS OF PUDRITZ & MONGER #139
LANDS OF PUDRITZ & MONGER
41'
UNASSUMED TO BE CLOSED
40'
LANDS OF PUDRITZ & MONGER
MOUNTAIN AVENUE
ASSUMED ALLEYWAY TO BE CLOSED
LANDS OF MR. & MRS. BOTTS #81
AMELIA STREET
LANDS OF MR. MC MANUS
UNASSUMED ALLEY
NOTE: DRAWING NOT TO SCALE.

CORPORATION OF THE CITY OF HAMILTON

CITY CLERK'S OFFICE

****

TO: Geoff Aston, Director
Programming and Development Division
Roads Department

YOUR FILE:

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

OUR FILE:
PHONE: 546-2728

SUBJECT: **Petition**
in support of the Closure of the Alleyways
that divide the property owned by
Dr. and Mrs. Pudritz at No. 139 Glenfern Avenue

DATE: 1996 March 28

Attached is a petition received in this office last week respecting the subject matter.

KCC/mjw

Attachment

We the undersigned hereby petition the City and Region of Hamilton to support closure of the alleyways that divide the property owned by Dr. and Mrs. Pudritz at 139 Glenfern Avenue, for the following reasons:

1. The north/south alleyway is not traverseable through this property, and has not been traverseable for at least 25 years.

2. The alleyway passes very close to the house (within 4 feet), and then into an unfenced back yard at 81 Mountain Ave, so that opening it for public use would present a serious security concern for the local home owners. There has been a significant increase in acts of vandalism and trespass in the properties abutting the alleyway in the past several months. The owners would like to take steps to protect their property from further trespass.

3. The City has received a request to open and pave the alleyways. The alleyways were landscaped 50 years ago and planned in harmony with the properties on both sides of 139 Glenfern as well as properties on Amelia Street and Mountain Ave. There are now mature magnolia, walnut, birch, and spruce trees on the alleyways, as well as mature flowering plants. All of these would be destroyed if the alleyways were opened and paved.

4. The alleyways divide the property at 139 Glenfern. The owners would like to consolidate their property and to resolve the outstanding bylaw issues left by the construction of the concrete wall and swimming pool by the previous owners. We petition the City to close the alleyways and sell the property with the condition that the lot cannot be severed or built upon by us or by future owners. The owners wish to ensure that the property remain as a garden to preseve the green space in the neighborhood. We are prepared to grant all necessary easements to the City and utilities to ensure that any required servicing be done for the sewer, phone, and power lines on the alleyway.

Name	Address	Phone
GORDON NEUFELD	141 Glenfern	5211889
Gneufeld		
MARILYN NEUFELD	141 GLENFERN AVE	521-1889
Marilyn Neufeld		
Lena and Joel Ginsberg	125 Glenfern Ave	522-3112
Lena Ginsberg		
Patricia Monger	139 GLENFERN AVE	524-5489
Ralph Pudritz	139 Glenfern Ave	524-5489

Name	Address	Phone
Robert Botts	81 Mountain Ave	522-9644
~~Robert Botts~~		
Jayne Lemon	83 Mountain Ave	570-1176
Jayne Lemon		
Peg Botts	81 Mountain Ave	522-9644
Peg Botts		
Joseph Singer	138 Glenfern Ave	527-7092
Greg Singer	138 Glenfern Ave	"
Ted Sakas	121 GLENFERN AVE	
ERIKA SAKAS		528934
D. Lawson	60 Undermount Ave	523-8652.
W. Doyle	60 Undermount Ave	5238652
Marius Sakas	119 Amelia St	5293131
Caroline Sakas	119 Amelia St.	529-3131
Robert & Morgan	109 Glenfern Ave	528-8129
Church	64 Undermount	546-5204
Jim Reilly	77 Mountain Ave	525 2704
Sarah Reilly	" "	"
Reilly		
Bill MacLaw Reilly	"	"
BMacLaw Reilly		
~~Yvette Hatick~~	~~103 Glenfern Ave Hamilton Ont. 522-4635~~	
Carol Smith	53 Mountain Ave. Hamilton	522-8809

Name	Address	Phone
Donald Smith	53 Mountain Ave	5228809
Nikki Smith	53 Mountain Ave	522-8809
Cybor ch J Souter	57 Mountain Ave	522-6919
L J Scott	63 MOUNTAIN	529 8946
L Scott	63 Mountain	"
Cathy Valente	105 Camelia St	572-7777
Michael Valente	✓ ✓ ✓	✓ ✓ ✓
Marg. Cunningham	67 Undermount	522-3147
Harry Cunningham	" "	522-3147
Richard A Tedeschi	47 Mountain Ave.	529-3760
Kathleen Watson	78 Mountain Ave	522-0754
R. J. Underdown	B. UNDERDOWN 58 MOUNTAIN AVE.	525-7831
Dave Moore	76 Mountain Ave.	522-5281
Ken. C. Moore	76 Mountain Ave	522 5281
Lorraine Hardyson	56 Mountain Ave	527-9144
Talbot Hardy		
Francis Lloyd	52 MOUNTAIN AVE	527-0662
Elfride Galvin	48 Mountain Ave.	527 5832

We the undersigned hereby petition the City and Region of Hamilton to support closure of the alleyways that divide the property owned by Dr. and Mrs. Pudritz at 139 Glenfern Avenue, for the following reasons:

1. The north/south alleyway is not traverseable through this property, and has not been traverseable for at least 25 years.

2. The alleyway passes very close to the house (within 4 feet), and then into an unfenced back yard at 81 Mountain Ave, so that opening it for public use would present a serious security concern for the local home owners. There has been a significant increase in acts of vandalism and trespass in the properties abutting the alleyway in the past several months. The owners would like to take steps to protect their property from further trespass.

3. We understand that the City has been sent a request to open and pave the north/south alleyway. The alleyways were landscaped 50 years ago and planned in harmony with the properties on both sides of 139 Glenfern as well as properties on Amelia Street and Mountain Ave. There are now mature magnolia, walnut, birch, and spruce trees on the alleyways, as well as mature flowering plants. All of these would be destroyed if the alleyways were opened and paved.

4. The alleyways divide the property at 139 Glenfern. The owners would like to consolidate their property and to resolve the outstanding bylaw issues left by the construction of the concrete wall and swimming pool by the previous owners. We petition the City to close the alleyways and sell the property with the condition that the lot cannot be severed or built upon by us or by future owners. The owners wish to ensure that the property remain as a garden to preseve the green space in the neighborhood. We are prepared to grant all necessary easements to the City and utilities to ensure that any required servicing be done for the sewer, phone, and power lines on the alleyway.

Name	Address	Phone
JOE LOMANTO	93 MOUNTAIN AVE	5274220
Catherine Herrick-Castro	95 Mountain Ave	546-5073
Joe Castro	95 Mountain Ave	546-5073
E Nitzloff	79 Mountain	
E. Murmeli	79 Mountain	528-0790
S. Murmeli	79 Mountain	
S Murmeli	79 Mountain	528-0790

Name	Address	Phone
Louise Morgan	89 Mountain	522-5902
Frank Morgan	89 Mountain	
Louise Morgan	89 Mountain	522-5902
Frank Morgan	89 Mountain	522-5902
[illegible]	83 Mountain	570-1171
MAX WOLPERT	83 Mountain	570-1176
L. M. Griffith	91 Mountain Ave	529 8652
[illegible]	91 Mountain	

84 Amelia Street
Hamilton, Ontario, L8P 2V5
905-527-0991

June 6, 1996

Mr. Kevin Christenson,
Secretary,
Transport & Environment Sub-Committee,
City Hall,
Main Street West,
Hamilton, Ont.

Application for Closure of the Alleyway between Amelia Street and Glenfern Avenue

Dear Mr. Christensen,

I write to request that the residents of Amelia Street be received as a delegation at the upcoming meeting of the Transport & Environment Sub-Committee, scheduled for Monday, June 17th at 9:30 a.m.

The spokespeople for the Amelia Street residents, who wish to contest the application for closure, will be myself and Mr. Jim Fyshe of 123 Amelia Street.

On behalf of the Amelia Street residents, I will be submitting a report for inclusion with the agenda documentation which will outline the history of the dispute and the arrangement that is in existence today.

A large scale drawing of the area will be brought along on the day of the meeting to assist in understanding the situation more clearly.

If you require further clarification, or need to advise us of a change in the schedule, please contact me at my home number as shown above, at my office 905-632-6015, or Mr. Jim Fyshe at home at 905-546-5435.

Yours truly,

M Leckenby

Marylyn Leckenby

JUN 06 '96 01:29PM MARCAM CANADA P.2/2

REPORT ON THE HISTORY AND CURRENT SITUATION REGARDING THE ALLEYWAY BETWEEN AMELIA STREET AND GLENFERN AVENUE

REQUEST:
That the application for closure of the alleyway between Amelia Street and Glenfern Avenue be denied and that City Staff be directed to act as mediators in order to bring a resolution to the issue.

HISTORY:

- An alleyway is identified by City Hall maps between Hillcrest Avenue and Aberdeen Avenue. The portion between Glenfern Avenue and Aberdeen Avenue has not been used as a public alleyway for some years. The portion between Hillcrest and Glenfern has been used extensively by Amelia Street residents for several decades

- The original owner of 139 Glenfern Street and the current owner of 116 Amelia Street was and is Mr. Williams

- An inground pool was constructed in the garden of 139 Glenfern Avenue, which encroached onto the alleyway, and a rock garden was constructed along the alleyway abutting the house at 116 Amelia Street. We believe that a request for closure of the alleyway was made at this time but denied. We also believe that no formal bulding permit was issued for construction of the pool and rockery, both of which caused a blockage along the identified alley routing

- With access to the normal alleyway denied by these constructions, residents were forced to deviate the footpath. The routing ran, and still runs, between either 116 and 112, or 112 and 108 Amelia Street and crosses through the garden of 139 Glenfern

- This path was used daily during the 1950's and 60's by residents of Amelia Street for a walking route to, firstly Earl Kitchener, then Westdale Schools

- As households changed hands over the years, and children grew, the path was used less frequently

- The path was still used in this manner when the second owner of 139 Glenfern lived there. After some years, this second owner applied for closure of the alleyway in an attempt to sub-divide the property for the purpose of building an additional house. This closure of the alleyway and request for building permit were denied (in 1992) as there was strong opposition from surrounding neighbours, and because City Hall was not willing to permit a house to be built on that portion of land

- The third, and current owner of the property, knew of the existence of the alleyway at the time of purchase

P.2/3

JUN 10 '96 11:41AM MARCAM CANADA

- Due to changes in ownership of property on Amelia Street and the numbers of young children who are now at elementary school age, there has been more heavy usage of the pathway in recent years, similar to the usage by the parents of these children when they were at school age

- In June 1995, the current owner closed and locked a set of gates that are located in the middle of his property. The adjoining wall at either side of these gates, runs to the edges of 139 and 125 Glenfern Avenue, thereby denying access from Amelia Street to Glenfern Avenue and vice-versa

- Amelia Street residents met with the owner to discuss the issue of accessibility

- An ongoing dispute has existed since this time. A lock was put on the gate and keys provided to Amelia Street residents. Only 5 keys were cut, however, there are more than 5 families that use the alleyway, but the owner refuses to provide more keys for access. There will inevitably be a higher requirement of usage as properties changes and new, younger families move onto Amelia Street

Arguments by the present owner of 139 Glenfern Avenue
- consolidation and preservation of his garden
- prevention of neighbourhood accessibility to "strangers"
- his understanding, at time of purchase, that the pathway was not used

Note:
The owner has petitioned surrounding neighbours stating that the alleyway should be closed for the above reasons, but also that the residents of Amelia Street wish to have the alleyway paved and lit all the way from Glenfern Avenue to Hillcrest Avenue. The Amelia Street residents <u>DO NOT</u> and <u>HAVE NEVER</u> wished to have any portion of the pathway paved and lit - the stretch of property in question is less than 50 yards in length.

Also, the petitioners were misinformed as to the reason for the application for closure which brings into serious question the real intent of the petition.

Arguments by the residents of Amelia Street
- accessibility should be free and open as has always been the case
- if the alleyway is closed, there will be no legal egress from the end of Amelia Street
- closure of the alley would sanction building/construction, without proper permits, on City property
- concern that, if consolidation of the property is allowed, that the present or future owners would request sub-division for the purpose of building an additional home
- on the safety issue - two opponents to closure are property owners at the Amelia Street end of the alleyway. They have never experienced problems with strangers on their property and have no safety concerns

P.3/3

JUN 10 '96 11:42AM MARCAM CANADA

ROSS & McBRIDE
LAW FIRM

DELIVERED

August 9th, 1996

The Regional Municipality
of Hamilton-Wentworth
Roads Department
71 Main Street West
Hamilton, Ontario
L8N 3T4

Attention: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

Dear Sirs:

Re: **Proposed Alleyway Closure**
Glenfern Avenue to Amelia Street
Your File R-96-25

As you know, we act on behalf of Dr. Ralph Pudritz and Ms. Patricia Monger, the applicants in the above-captioned matter. We have just received a copy of Mr. Gill's draft report, dated July 24, 1996, and we wish to provide certain clarifications.

With respect to the proposed recommendations, our clients are in agreement with the various matters listed under Part 1 and Part 2, save and except it is not clear as to the basis for the reference to disposition of the east/west (unassumed) alleyway in Part 2 to the Region (items 1(f) and 2(a) in Part 2) without a further statement that those lands would be subsequently conveyed to the abutting owner. We would request clarification in this regard.

Our clients also agree with the proposed condition that the legal ownership merge with the existing title of the abutting lands, in order to establish one parcel of land, which would require a severance consent in the future should any future owner wish to create another lot. It is not our clients' intention to seek such a severance consent.

DONALD M MANN, Q C
ROBERT M ORR
JAMES A SWEETLOVE
DAVID E IVEY
JEFFREY R MANISHEN •
ROBERT B MUNROE ••
PAUL D PARADIS
PETER R TICE
JOHN S HALL
MICHAEL C BRUDER
KENDRA M COATS
MARK W SAZIO
RALPH A IONICO
JOANNE F GUARASCI
ED CANNING
JON-DAVID GIACOMELLI
ADAM D CAPPELLI
SEAN T JACKSON

COUNSEL
DAVID GOLDBERG, Q C , LSM
RAYMOND M PLANT, Q C

• Certified by the L S U C as a specialist in Criminal Law
•• Certified by the L S U C as a specialist in Civil Litigation

DIRECT DIAL:

We are concerned however with the references in the document that closure be delayed until "legal arrangements for alternative means of pedestrian access between Amelia and Glenfern" are finalized. With respect, we would submit that such a condition is inappropriate, in this particular case, for the following reasons:

As a starting point it is clear that the actual north/south alleyway is not traversable, has never been opened for use and has significant impediments (mature trees, a concrete block wall and a garage) located on those lands. Therefore, to formally close up this alleyway does not deprive anyone of any existing entitlements, or require an assessment of the level of disruption or inconvenience that someone might suffer due to the closure.

It is only in the recent past that a very small group have claimed an entitlement to a right of way over the applicants' lands to travel from Amelia to Glenfern. The letter from Mr. Ronald S. Williams, a lawyer practising in St. Catharines, clearly sets out the circumstances up to at least 1987, and absolutely refutes any long-term entitlement by anyone to travel over his father's property. A copy of his letter to Dr. Pudritz was enclosed with our application.

In the event that any individual believes that they have a right to travel over our clients' property, that would be a private matter to be determined between the respective parties directly, and should not involve the municipality.

The applicants have always expressed a wish to be co-operative with their neighbours and to establish an informal system for access by the limited group that seeks such a pathway. But any system must also be mindful of our clients' needs with regard to security, privacy and protection of property. Numerous incidents have occurred that cause their distress and concern. Some of these occurrences are already reported to you.

Therefore, we would urge the Committee to approve the closure application on its own merits and without regard to any other perceived entitlements to a separate right of way, which may not exist in fact or in law.

There are three properties abutting the alleyway; those of the applicants at 139 Glenfern and 81 Mountain, and 116 Amelia, owned by Wright-Williams Realty, at least as of January 30, 1996. Mr. Ronald Williams, in his letter that has been referred to, indicates his ownership of that property, and also clearly sets out his position, supporting our clients and opposing the establishment of any walkway.

We would also request your advice as to whether or not the application from Mr. McManus of 85 Mountain Avenue is being considered as part of this matter. In our view it should be a separate and distinct item and should not form part of the Committee's deliberations regarding our application.

Finally, we understand that the Committee meeting may occur on August 19th. Kindly confirm the date, time and place of the meeting so that we may attend and address the Committee.

We appreciate your assistance herein.

Yours very truly,

ROSS & McBride

PRT:ec

for PETER R. TICE

Copy to:

Dr. R. Pudritz and
Ms. Patricia Monger
139 Glenfern Avenue
Hamilton, Ontario
L8P 2T9

Mr. and Mrs. R. Botts
81 Mountain Avenue
Hamilton, Ontario
L8P 4G3

Mr. E. M. Gill, P. Eng.
Senior Director, Roads Division
Regional Municipality of Hamilton-Wentworth
71 Main Street West
Hamilton, Ontario
L8N 3T4

1(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 July 29
File No. TEC-140-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Jackson Street West and Pearl Street - Intersection Control

RECOMMENDATION:

That no action be taken on the request for all-way stop control at the intersection of Jackson Street West and Pearl Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at locations such as this results in increased motor vehicle operating costs in the order of $10,000 annually.

BACKGROUND:

Alderman Mary Kiss has advised of requests that all-way stop control be implemented at the intersection of Jackson Street West and Pearl Street, due to a recent vehicular collision involving a southbound motorist who failed to stop for the existing southbound stop sign. Alderman Marvin Caplan has also contacted the Traffic Division and advised of concerns regarding the operation of this intersection.

The subject intersection is a four-leg intersection of two one-way streets, and presently, southbound traffic on Pearl is required to stop for westbound traffic on Jackson. Records indicate that this intersection has experienced an average of 1.5 reported collisions per year over the past 7½ years. This is not an abnormal number of collisions for this type of intersection.

Alderman Kiss, on behalf of the community, has requested the following:

- implementing all-way stop control
- erecting a left-hand southbound stop sign
- replacing the existing southbound stop sign with a larger one
- installing delineators on the stop sign poles
- painting a southbound stop bar
- installing "Children Playing" signs on Jackson
- reducing the speed limit on Jackson between Queen and Locke to 20-25 km/h

1. Request for All-Way Stop Control

Staff has reviewed this request and has its usual concerns regarding the use of unwarranted all-way stop control, including the fact there is no collision problem at this intersection, stop signs have no effect on the speed or volume of traffic, but have extremely harmful environmental affects and unnecessary stop signs create disrespect for the device to the extent that the compliance with stop signs is deteriorating every year.

Further, westbound traffic on Jackson is presently required to stop one block east of the subject intersection at Ray and one block west of Pearl at Locke. Staff would consider an additional stop on this short section of street to be over-restrictive and unnecessary, and therefore, does not support the request for all-way stop control at the intersection of Jackson and Pearl.

2. Erecting a Left-Hand Southbound Stop Sign, Larger Stop Signs and Delineators

A review of the collision history at this intersection has revealed that 72 percent of the collisions at this intersection involved southbound motorists that failed to stop for the existing stop sign. Therefore, in an effort to improve the visibility of the stop sign, staff concur with the request for a left-hand stop sign. Staff also recommends that the size of the stop sign be increased from 24" to 30", and that delineators be installed on the existing stop sign poles. Staff has issued a work order to undertake these stop sign enhancements.

3. Painting a Southbound Stop Bar

Due to recent budget constraints, City Council has approved the painting of stop bars only at signalized intersections and supervised school crossing locations. Therefore, unless directed otherwise, staff will not be painting the southbound stop bar.

4. Install "Children Playing" Signs on Jackson

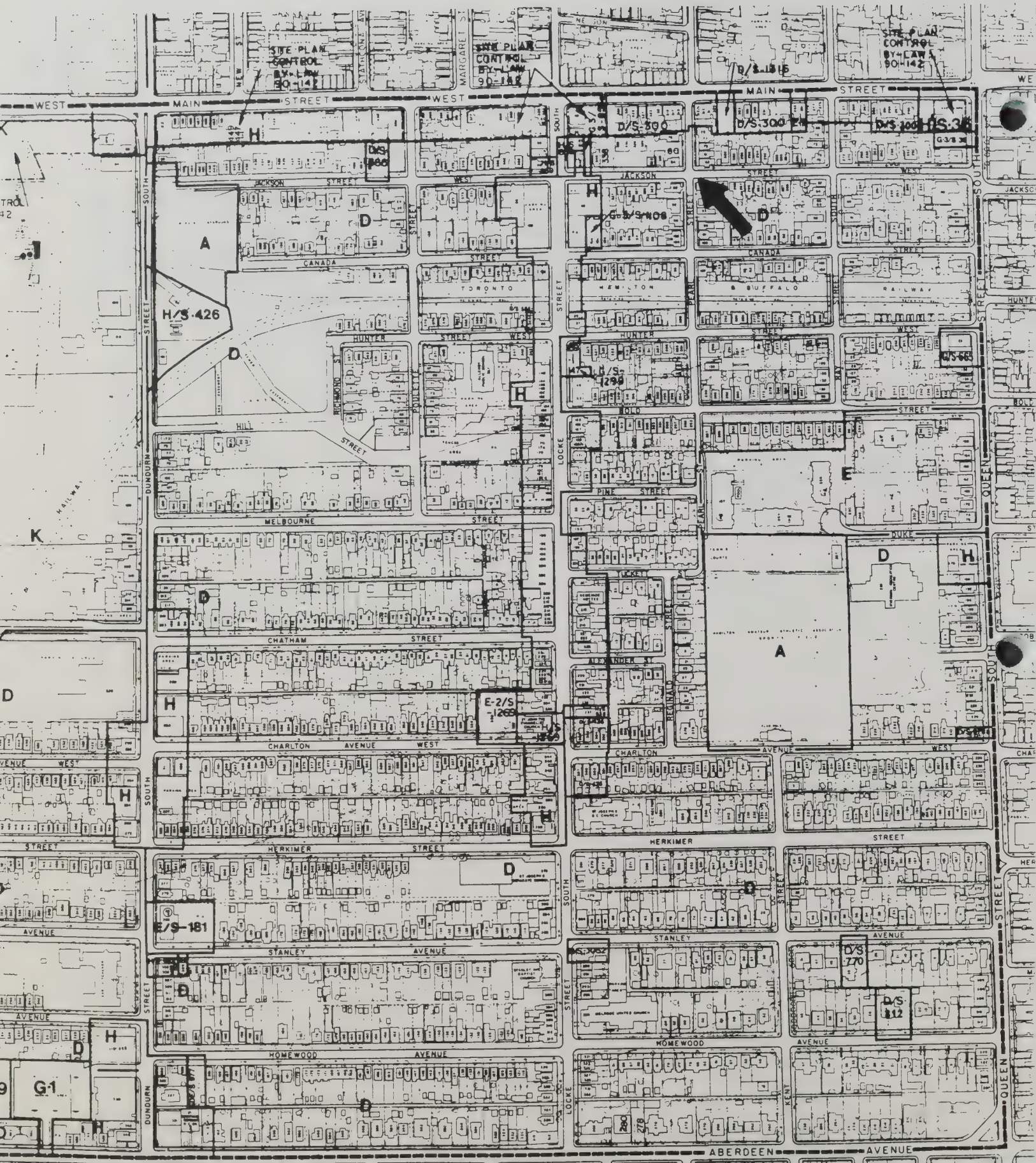
The Traffic Division has a policy of erecting "Playground" signs as opposed to "Children Playing" signs only in the vicinity of parks and playgrounds and there are no playgrounds in the immediate vicinity of the subject intersection. It is the motorists responsibility to be aware of the presence of children or any pedestrian at all times. Therefore, staff does not support the request for additional signing to warn motorists of the presence of children in this area.

5. Request to Reduce the Speed Limit on Jackson to 20 or 25 km/h

The speed limit on Jackson is 50 km/h which is the case on virtually all residential streets in the City of Hamilton. It is staff's opinion that this is a safe and reasonable speed for motorists to travel. The concern is always with motorists who are exceeding the legal limit (50 km/h), and reducing the speed limit will have no effect on the motorists who are already exceeding the speed limit. Speeding is a behavioral problem, and as such, can only be controlled by enforcement by the Regional Police.

For the above-noted reasons, staff does not support the request to lower the speed limit on Jackson.

CVB/MBH/klk


MAIN STREET WEST
SITE PLAN CONTROL BY-LAW 80-142
D/S-300
D/S-300
D/S-300
H/S-426
D/S-1298
E-2/S-1269
E/S-181
D/S-770
D/S-812
JACKSON STREET
CANADA
TORONTO
HAMILTON
B. BUFFALO
RAILWAY
HUNTER STREET
HILL STREET
MELBOURNE STREET
PINE STREET
DUKE STREET
CHATHAM STREET
CHARLTON AVENUE WEST
HERKIMER STREET
STANLEY AVENUE
HOMEWOOD AVENUE
ABERDEEN AVENUE
DUNDURN SOUTH
LOCKE SOUTH
QUEEN SOUTH
PEARL STREET
RICHMOND ST
MARGARET ST
STANLEY AVE
MOUNT ROYAL AVENUE
BEAULAH AVENUE
COTTAGE AVENUE
MOUNTAIN AVENUE
UNDERMOUNT AVENUE
FAIRMOUNT AVENUE
KENT STREET
MAPLESIDE AVENUE
SPRUCESIDE AVENUE

CITY COUNCIL
HAMILTON, CANADA

Alderman Mary Kiss

71 MAIN STREET WEST L8N 3T4 • (905) 546-4528 • RES. (905) 525-5932 - WARD 1

15 July 1996

Memo to: Alderman Henry Merling, Chairman, Transport & Environment Committee

From: Alderman Mary Kiss, Ward 1

I received a telephone call on Friday, July 12, 1996 with respect to a terrible accident with near fatalities at the corner of Jackson Street West and Pearl Street from Alan Aylward.

A car drove through the stop signs, hit a van which over-turned on the sidewalk with 2 occupants in it. It was a miracle that no one was killed, including pedestrians with children on the street.

Mr. Aylward is requesting immediate action and common traffic signage installation.

Since this is an emergency and further safety measures must be immediately undertaken, I agree with Mr. Aylward's concerns and requests for a 4-way stop control at this busy, hazardous intersection.

I am respectfully requesting an emergency meeting, if possible, prior to our Regional Council meeting tomorrow evening to outline actions which can be taken to protect motorists and pedestrians alike.

Your attention to this important safety matter to the neighbourhood is appreciated.

MK:sn

c.c. Mr. K. Christenson, Secretary, Transport & Environment Committee
Mr. M. Hazell, Manager of Traffic Services
Staff Sergeant Graham, Hamilton-Wentworth Regional Police
Mr. Alan Aylward, 287 Jackson St. W., Hamilton, L8P 1M6

Mary Kiss

CITY COUNCIL
HAMILTON, CANADA

Alderman Mary Kiss

71 MAIN STREET WEST L8N 3T4 • (905) 546-4528 • RES. (905) 525-5932 - WARD 1

18 July 1996

Memo to: Alderman H. Merling, Chairman & Members,
Transport & Environment Committee

From: Alderman Mary Kiss

RE: URGENT SAFETY MEASURES - JACKSON & PEARL

Reference is made to my urgent memo of July 15, 1996 requesting a special meeting to deal with additional safety measures at the corner of Jackson & Pearl Streets in my Ward.

I am requesting that if a special meeting cannot be arranged as requested, that this request be placed on the August 19th agenda of the Transport & Environment Committee meeting for immediate action and resolution.

A car drove through the stop signs, hit a van which over-turned on the sidewalk with 2 occupants in it. It was a miracle that no one was killed, including pedestrians with children on the street.

The community is requesting the following for the protection of the children and residents of their neighbourhood.

1. Installing a stop sign on the east side of Pearl.

2. Making the existing stop sign at Pearl larger.

3. Installation of signs on Jackson West.

4. Installation of multi-coloured banded skirts or aprons on each pole as we have at Locke and Charlton.

5. Marking in broad white lines a pedestrian crossing and the white stop line.

6. Installation of "children playing" signs on Jackson Street.

7. Posting a reduce speed on Jackson Street at 20 to 25 kph. between Queen & Locke.

Your attention to and approval of the above safety measures is most appreciated.

MK:sn

c.c. Mr. K. Christenson, Secretary, Transport & Environment Committee
Mr. M. Hazell, Manager of Traffic Services
Staff Sgt. Graham, Hamilton-Wentworth Regional Police
Mr. Alan Aylward, 287 Jackson St. W., Hamilton, L8P 1M6
Mr. D. Cuming, 309 Jackson St. W., Hamilton, L8P 1M6
Mr. G. Carruthers, 296 Jackson St. W., Hamilton, L8P 1M7

July 15, 1996

Mr. Henry Merling,
Chairman,
Traffic and Environment Committee,
City of Hamilton.
City Hall.

RE: URGENT REQUEST FOR SPECAIL MEETING -
ROAD & TRAFFIC SAFETY PROBLEM AT JACKSON ST. WEST & PEARL

C.C. Alderperson, Mrs. Mary Kiss
Alderman, Mr. Marvin Kaplan
Staff Sergeant Graham, Hamilton Police
Mr. Chris Van Berkel, Traffic Engineer
Residents of Jackson Street West & Pearl St.

Dear Mr. Merling:

You are hopefully aware of the terrible accident that occurred on the morning of Friday, July 12 at the above intersection, (see 'Spectator' photograph herewith) involving a police car and an elderly couple driving a Family van. The front-end of the police car was crushed and the Family van was flipped and landed upside down across the sidewalk of the south-west corner of the intersection. Fortunately all three people survived! However, only moments later, two resident mothers would be returning from Jackson Street park with four young children who would be on that very corner. Except for the fate of a few moments, we could have been grieving the horrific death and/or serious injury of these innocent pedestrians. IT IS FAIR TO STATE THAT NOBODY WANTS TO HAVE THAT KIND OF DISCUSSION NOW, OR IN THE FUTURE.

As you may know from the records, this intersection has been a major bone-of-contention with residents for many years. We have been unable to secure serious action. While the reported accident stats may appear minimal, we live with the daily near-hits/near-misses that plague this location, and have come to fear for our childrens lives. With this most recent incident, where innocent sidewalk pedestrians could have been killed, we are prompted to request an urgent meeting with those officials responsible to install a "reasonable" measure, such as an "all-way" stop, to avert as best we can a disaster waiting to happen!

A formal study may be required but it is now apparent that the rapid installation of a stop sign on Jackson St. West can go a long way in preventing future collisions. This advent will slow the one-way traffic on Jackson, and cause cars from both directions to slow and stop. The chances of both vehicles running a stop-sign are remote and would certainly help to reduce the daily occurence of near-hits/near misses and provide residents with greater peace-of-mind. It may even deter the Blue-Line taxis who constantly violate our safety.

07/15/96 11:19 ☎416 778 9851 FORESTMASTER ☎002 004

You may not know that this street has been repopulated over the last five years with young families. Our children (we have two) are constantly on the sidewalks and crossing the street to visit their friends. With the summer holidays upon us, the children are out more frequently and consequently the risks of serious incident are far greater. This most recent accident, INVOLVING A POLICE OFFICER, AND WHERE A VEHICLE WAS FLIPPED UP ONTO A SIDEWALK REMINDS US THAT THIS IS FIRST AND FOREMOST, A MAJOR SAFETY ISSUE WITH QUICK AND DECISIVE PREVENTATIVE ACTION NEEDED.

While we respect that policies and procedures exist, we hope you and your colleagues will understand that immediate action is warranted. It is difficult to contemplate the next two months of holidays with the situation as it is. Certainly none of us wants to have any kind of future discussion that is prompted by the cataclysmic loss-of-life involving an innocent child or parent.

In closing, this is a "safety" concern that can be remedied to a large extent by a common traffic signage installation. We certainly hope that it does not become a "political" issue for the kind of debate and discussion that will forestall necessary "preventative" action.

Your earliest possible response to this matter would be greatly appreciated so that we can arrange for residents to meet with you and your colleagues on this matter. If required we are happy to provide our home as the meeting place. We look forward to hearing from you and remain yours,

Sincerely,

Alan Aylward,
287 Jackson Street West,
Hamilton, ONtario. L8P 1M6
ph: 905 529 0294 fax: 905 529 1045

07/15/08 11:20 ☎416 776 9851 FOREVERGREEN ☑003/004



COLLISION COURSE

Emergency personnel tend to an injured person following a collision between a van and a Hamilton-Wentworth police cruiser yesterday afternoon at Jackson and Pearl streets. The elderly couple in the van and the policewoman in the cruiser were taken to hospital for minor injuries. Police — who did not release names — say the two vehicles were seriously damaged. The investigation is continuing.

Mike Hanley, The Spectator

07/15/98 11:20 ☎416 778 9851

309 Jackson Street West, Hamilton, L8P 4T4
Tel: 572-9466 Fax: 572-6804

Fax memorandum

August 11, 1996

To: Alderman Marvin Caplan 546-2535
Alderman Mary Kiss 546-2535
Mr. K. Christenson 546-2095

From: David Cuming

Re: Stop signs at intersection of Jackson Street West and Pearl Street South

I am writing as a follow-up to my meeting with Alderman Mary Kiss on July 18 (and her correspondence of that date), Mr. Aylward's letter of July 19, 1996 to Alderman Henry Merling, and Alderman Marvin Caplan's correspondence of July 29, 1996.

I am pleased to see that prompt action was taken with respect to new and improved signage at the intersection at Jackson Street West and Pearl Street South and take this opportunity to thank all those involved.

I am still concerned, however, with the proposals and comments being put forward by Mr. Aylward. I share his concerns with respect to safety, particularly the safety of children. I must emphasize, however, that I do not agree with his proposed solution and must make it clear that there has been no meeting of local residents to discuss any of these traffic issues, particularly the installation of an all-way stop.

I am particularly disturbed that Mr. Aylward appears to have established himself as arbiter for everyone's safety with little concern for the "few". I cannot agree with many of Mr. Aylward's assertions as stated in his letter of July 19, 1996. Certainly, I do not know where he gets the notion that "the daily stress level and resulting anxiety caused residents on Jackson West is becoming intolerable". As a ten year resident on Jackson Street West I can assure Mr. Aylward that my stress level has not risen, nor I am highly anxious, nor do I live in fear. My quality of life is not suffering immensely due to traffic conditions on Jackson Street West.

I am particularly perturbed at the notion hinted at by Mr. Aylward that putting an all way stop at Jackson Street West and Pearl Street will be of benefit even if it only acts to slow cars and not necessarily to stop them. This must fly in the face of traffic and pedestrian safety.

While I am uncertain as to what matters are to be discussed on the Transport and Environment Committee agenda on August 19, 1996 related to the Jackson Street West and Pearl Street South intersection I would reiterate my objection to an all-way stop at this location.

309 Jackson Street West, Hamilton, L8P 4T4
Tel: 572-9488 Fax: 572-6804

As previously indicated the additional noise of braking and accelerating vehicles would be unacceptable. The ambient noise levels in this area have increased noticeably over the past years. Embankment trees along the TH&B line provided a substantial muffling effect to idling and accelerating trains as they prepared to enter the Hunter Street tunnel. These trees were removed for the improved GO train service and resulted in increased noise levels. The night flights at Mount Hope/Hamilton airport are also noticeable. While individually these noise nuisances may be of little consequence their combined impacts do become tiresome, hence my objection to an-all way stop.

Before any further action is taken I would request that investigations be made of the following issues which certainly do appear to be a major nuisance:

- use of Jackson Street West as an east west through route for the Blue Line cabs;
- the use of vacant land on Locke Street South as a Blue Line waiting area; and
- the excessive speed of Blue Line cabs along Jackson Street West.

I must once again reiterate that the incident that has caused this protracted discussion is one where a police cruiser failed to stop at a stop sign and hit a local resident's car. The accident was caused by human error in failing to obey known road signage. Jackson Street West residents are used to seeing a number of traffic violations that all could result in potentially fatal accidents: cars driving east on Jackson Street West against the one way; cars travelling north on Pearl Street South against the one way; local residents backing up Pearl Street South and backing into Jackson (yes, I have done this) and local residents backing up Jackson Street West the wrong way, and backing into Ray Street the wrong way to get easy northward access onto Main Street West.

Accordingly, please let us not confuse truly dangerous road conditions, i.e., those that result from bad road engineering, blind spots, etc., with those situations resulting in accidents due to human error in not obeying road signage.

I reiterate my objection to a "cosmetic" stop sign on Jackson Street West at Pearl Street South.

David Cumming

c.c. Alderman Henry Merling 546-2535
Mr. Chris Van Berkel 546-2419

DAVID CUMING, 309 JACKSON STREET WEST, HAMILTON, ONTARIO, L8P 1M6
HOME: 524-1570 BUS: 572-9488 FAX: 572-6804

To: The Chairman and Members of Traffic and Environment Committee, September 9, 1996.

Re: Pedestrian and traffic safety at Jackson St. West and Pearl St. South

Our family has lived at 309 Jackson Street West, located at the south east corner of Jackson Street West and Pearl for 10 years and have raised a 22 year old and an 11 year old. We have been in the past and still are today naturally concerned about the safety of our children at this intersection. I regularly tell my 11 year old son who plays with friends across the road to be careful and look out for traffic. As parents we have raised children here for a decade with vigilance and considerable concern for child safety all without incident. I routinely walk to my office on Locke Street and my son walks to Ryerson Middle School. We do so with a clear awareness and regard for the inevitable traffic routinely found in urban living. I have not found this intersection to be particularly unsafe, and have personally witnessed a greater number of accidents at the intersections of Aberdeen/Dundurn, Charlton/Locke, Herkimer/Locke and Locke/Main; all of which are highly "managed" intersections with many pedestrians and schools in the vicinity.

I have reviewed the staff report (July 29, 1996) and note that they are of the opinion that this city intersection does not record an abnormal number of collisions. It is quite clear that the majority of accidents here have been caused by drivers not obeying the stop or one-way signs at this location. The intersection is clearly marked and does not suffer from blind spots or badly engineered road alignments. (See photographs.) No amount of signage can alleviate bad driving habits or plain stupidity such as driving up one-way streets the wrong way or failing to make full stops.

Accordingly, I believe that the installation of another stop sign here would not be a traffic safety benefit but merely serve as a piece of cosmetic, superfluous signage that the majority of drivers would ignore. I cannot agree with some suggestions that this would at least aid, if not in stopping traffic, in slowing traffic. This would be dangerous and bad traffic management practice and I firmly believe that this committee would not be showing due diligence in this regard if it approved new signage. Moreover, additional stop signs may create an unsafe intersection by instilling a misguided notion of safety in our children that cannot be guaranteed by anyone.

An additional stop sign is clearly not warranted by traffic safety concerns as indicated by staff. Accordingly, in considering whether to place an unjustifiable stop sign, it is particularly important that this committee ensures that the living environment of residents at this intersection is not affected by any adverse environmental impacts of a stop sign such as the proliferation of signage clutter and the inevitable noise and exhaust fume nuisance of braking and accelerating traffic. Mr. Aylward lives at some considerable distance from this location and has already indicated that such issues are of little or no importance to him. As my family lives at this intersection such issues are of concern and must be considered.

I firmly believe that the issue of bad, sloppy driving habits would not be resolved by the installation of an all way stop and would urge you not to authorize an all way stop that would have detrimental impacts to our lives.

Respectfully,





Pearl Street South
Existing Stop signs at
Pearl and Jackson St.



Pearl and Jackson St.
Looking east with
clear sight lines



Jackson St. West
looking west with
clear sight lines
to Pearl St. South

1(c)

CITY OF HAMILTON

- INFORMATION -

DATE: 1996 August 14

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: J. G. Pavelka, P. Eng.
Chief Administrative Officer

D. W. Vyce
Director of Property

SUBJECT: **1504 and 1512 Upper Gage Street**
Recovery of Servicing Costs

BACKGROUND:

This report is being submitted at the request of Alderman Anderson to provide background information to the Committee when it considers the request by the owner of 1512 Upper Gage Street to reduce the 1' reserve recovery costs.

In 1975 the City purchased a 120' x 283' parcel of land from L. Stephan in trust for the amount of $60,000 to provide for a future mid-block collector road (Royalvista Drive). The road width requirement was 86 feet leaving a remaining 34' strip of surplus land in City ownership.

This strip and the abutting land at 1512 Upper Gage have been designated for commercial uses in the Eleanor Neighbourhood Plan and are zoned "L-c/s-401". This is effectively a holding district for future commercial development. Removal of the holding designation requires a comprehensive development of both the subject site and the City's surplus 34' strip to facilitate an orderly planned development on the entirety of the corner. Assembly of the entire corner will require the owner to repay the costs of services along Royalvista Drive.

The municipal cost recoveries that must be paid by the owner to lift the 1' reserve along Royalvista Drive to permit a comprehensive development of the site are set out as follows:

City of Hamilton Servicing Costs (Roads, curbs, sidewalks, catch basins and street lighting, etc.)	$25,020.00
Regional Servicing Costs (Storm, sanitary, water, etc.)	$72,682.71

Recovery of Land Costs (For the purchase of Royalvista Drive)	$44,690.00
Total cost recoveries to be paid	$142,392.71

For the information of the Committee, the privately owned land at 1512 Upper Gage is currently listed for sale through the Metropolitan Hamilton Real Estate Board at $229,000. It was purchased by the current owner in May 1994 for $105,000.

To facilitate the assembly and allow comprehensive development of the entire site it is proposed, subject to Council approval, that the surplus City lands be sold at the same per square foot rate as that obtained by the owner on the open market.

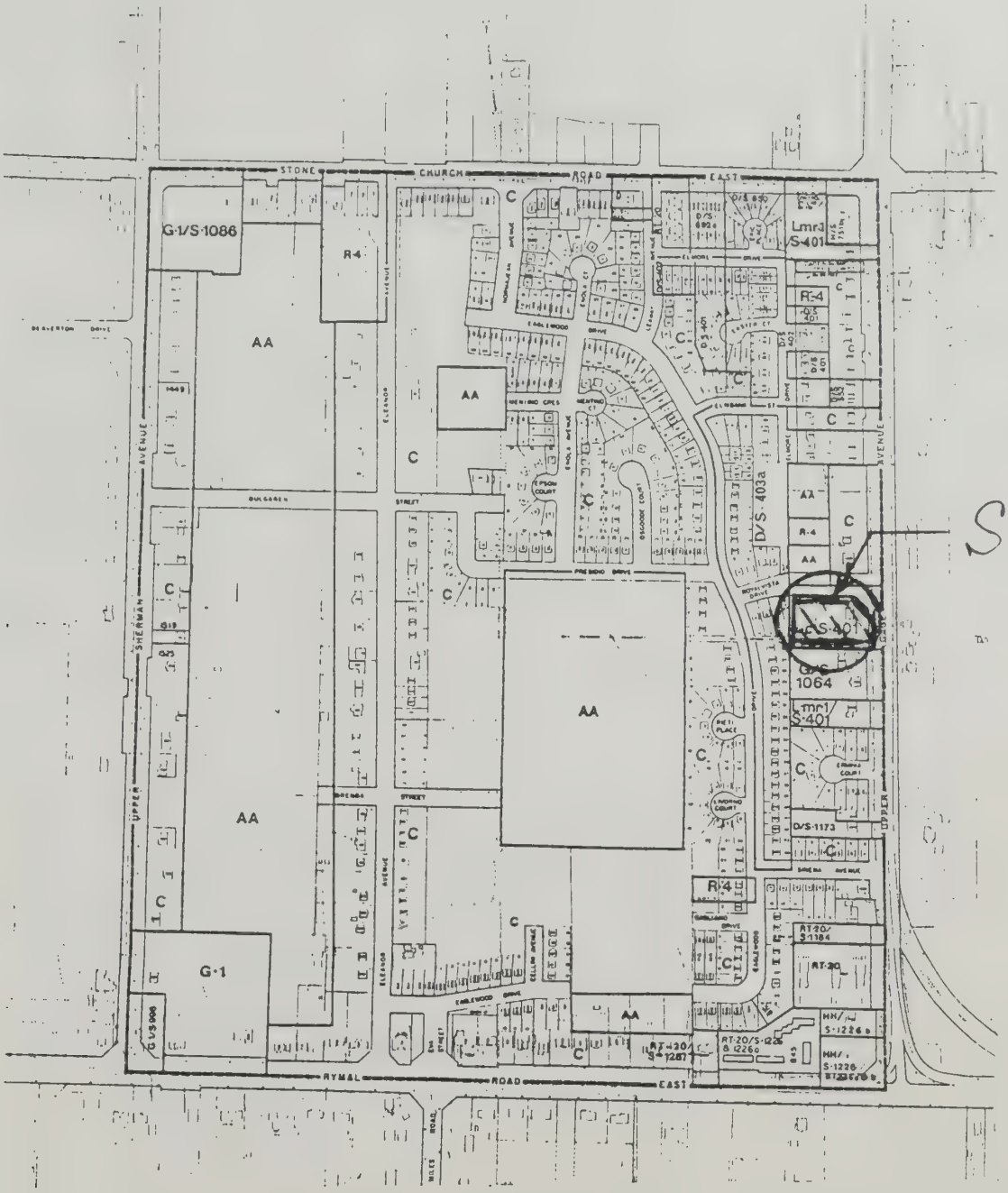
RAB/hew

c.c. Alderman Terry Anderson, Alderman, Ward 7, c/o Aldermen's Office

Allan C. Ross, Treasurer, Treasury Department

E. Chajka, Manager of Development, Roads Department

V.J. Abraham, M.C.I.P., Director, Local Planning Division
Planning and Development Department



118	112	110	CITY OF HAMILTON
19	43	129	ELEANOR
23	15	14	ZONING

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

Neighbourhood Boundary
Zoning Boundary

SCALE 0 30m 100m

NORTH

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton - Wentworth

PLANNING UNIT NO. 7505

PAGE NO. 43

1504 Upper Gage
(City Owned)

N ½ Road Allowance

S. ½ Road Allowance

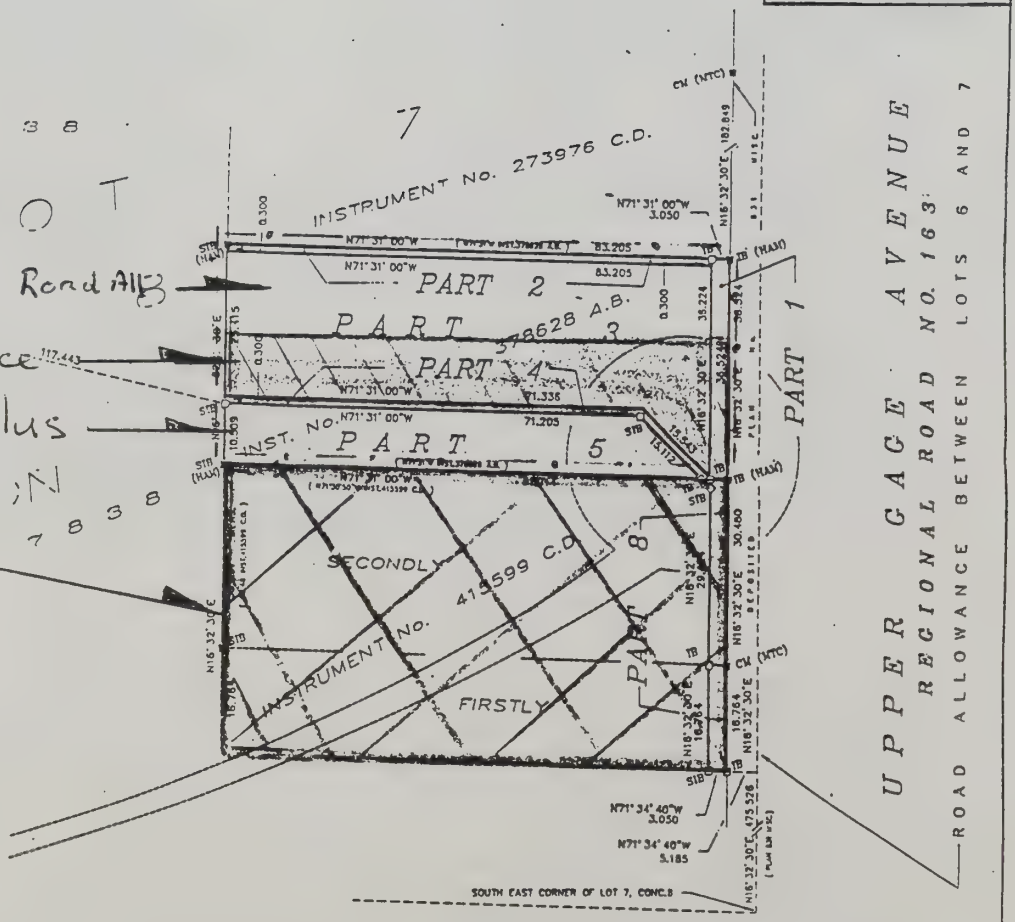
Surplus

1512 Upper Gage
(Privately Owned)

SCHEDULE				
PART	INSTRUMENT No.	LOT	CONCESSION	AREA
1	378628 A.B.	7	8	111.3m²
2				25.0m²
3				2183.3m²
4				28.0m²
5				803.1m²
6	415599 C.D.			0.6m²
7				0.6 m²
8				144.0m²
9	189542 A.B.	7 & 8		1985.2m²
10				3.0m²

PLAN 62R-9436
RECEIVED AND DEPOSITED
DATE 1988 03 21
D.A. Nicholls DLR.
LAND REGISTRAR FOR THE REGISTRY DIVISION OF WENTWORTH (62)

I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE REGISTRY ACT
DATE March 11, 1988
M. A. CHIDLEY
REGIONAL SURVEYOR



PARTS 1 / 3 - INCORPORATED INTO ROYALVISTA DRIVE - BY-LAW Nº 88-153 - REGD. SEPT. 9/88 - INST Nº 47N921 C.O.
PART 9 - INCORPORATED INTO PRESIDIO DRIVE - BY-LAW Nº 88-151 - REGD. SEPT 7/88 - INST Nº 47N915 C.O.

RTIFICATE

RECT AND IN ACCORDANCE REGISTRY ACT AND THE

THIS 23 RD DAY OF

M. A. CHIDLEY O.L.S.

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
DEPARTMENT OF ENGINEERING

SURVEY BY N. Z.	FIELD BOOK BLK 22	FILE No. 3600-01	DATE 88-03-09
DRAWN BY AUTOCAD	REF. DWGS 62R-7808		CHECKED BY Y. LAU

APPROVED J.D. Spencer
COMMISSIONER OF ENGINEERING

REGIONAL SURVEYOR M.A. Chidley O.L.S.

PLAN No. RC-H- 282 SURVEYS

1(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 10
T103-03 (327) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Proposed Closure: North Limit of East 36th Street
(R-96-44)

RECOMMENDATION:

That the application to stop-up, close, retain and lease a portion of East 36th Street from the northerly limit southerly on the west side 5.79m and on the east side 2.59m, be approved, subject to the following conditions:

i) That the Commissioner of Transportation be directed to prepare a By-law to stop up, close, retain and lease to the owner of #1 East 36th Street a portion of East 36th Street from the northerly limit southerly on the west side 5.79m and on the east side 2.59m;

ii) That the Commissioner of Transportation be directed to prepare and register a reference plan under the Registry Act, to delineate the manner in which the proposed closed road allowance is to be leased;

iii) That the Commissioner of Transportation be directed to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 48 of the Regional Act;

iv) That the City Clerk be directed to publish a notice of City Council's intention to pass the By-law, pursuant to Section 301 of the Municipal Act, R.S.O. 1990;

v) That the applicant provide a 12.0m easement to the Region for the existing 425mm sewer and the existing 150mm watermain in the proposed closure area;

Cont'd ...

East 36th Street, Road Closure
Cont'd

vi) That the applicant provide a 2.0m easement to Union Gas for their underground plant on the west side of the closure area;

E. M. Gill, P. Eng.
Senior Director
Roads Division

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from E. Alexander to close a portion of East 36th Street from the northerly limit, southerly, on the west side 5.79m and on the east side 2.59m. The applicant is intending to ameliorate the parking arrangements fronting the apartment complex at #1 East 36th Street. The proposed closure is to provide parking for five vehicles and allow the applicant to control parking within the proposed closure limits. The subject area is currently designated as alternate parking under City of Hamilton Traffic By-Law.

The apartment was originally constructed in 1952. The applicant applied to lease this property in April, 1991 for the purpose of obtaining permission to use a portion of the road allowance for parking. This request was denied since the property did not conform to the Boulevard Parking Regulations. Closure of the road allowance would permit parking to occur as it presently does, legally.

Our circularization to the area residents, businesses, utility companies and affected municipal departments is now complete and the results are as follows:

Area Residents and Businesses

Total circularized 297
In favour 10 Opposed 9 No comment 278

The area residents opposed to this closure are concerned that parking in the area would be controlled by the closure, thereby limiting parking spaces on the street. This Department also received a letter from the Board of Directors of Eastbrow Co-Operative Apartments Limited, representing forty six shareholders of #5 East 36th Street, stating that closure would interfere with their property and limit the entrance to their parking area.
Cont'd...

East 36th Street, Road Closure
Cont'd...

Staff has investigated the possibility of parking or driveway entrance problems for the area residents and have determined that there would be no adverse affect and specifically, entrance into #5 East 36th would not be restricted. Many of the area residents have been informed of the staff conclusion and have further indicated a desire to attend at the commmittee meeting as a delegation to express their opinions.

Utility Companies

Union Gas requires a 2.0m easement for an existing 60.2mm plant along the west side within the closure limits.

No other utility concerns or objections were received.

Municipal Response

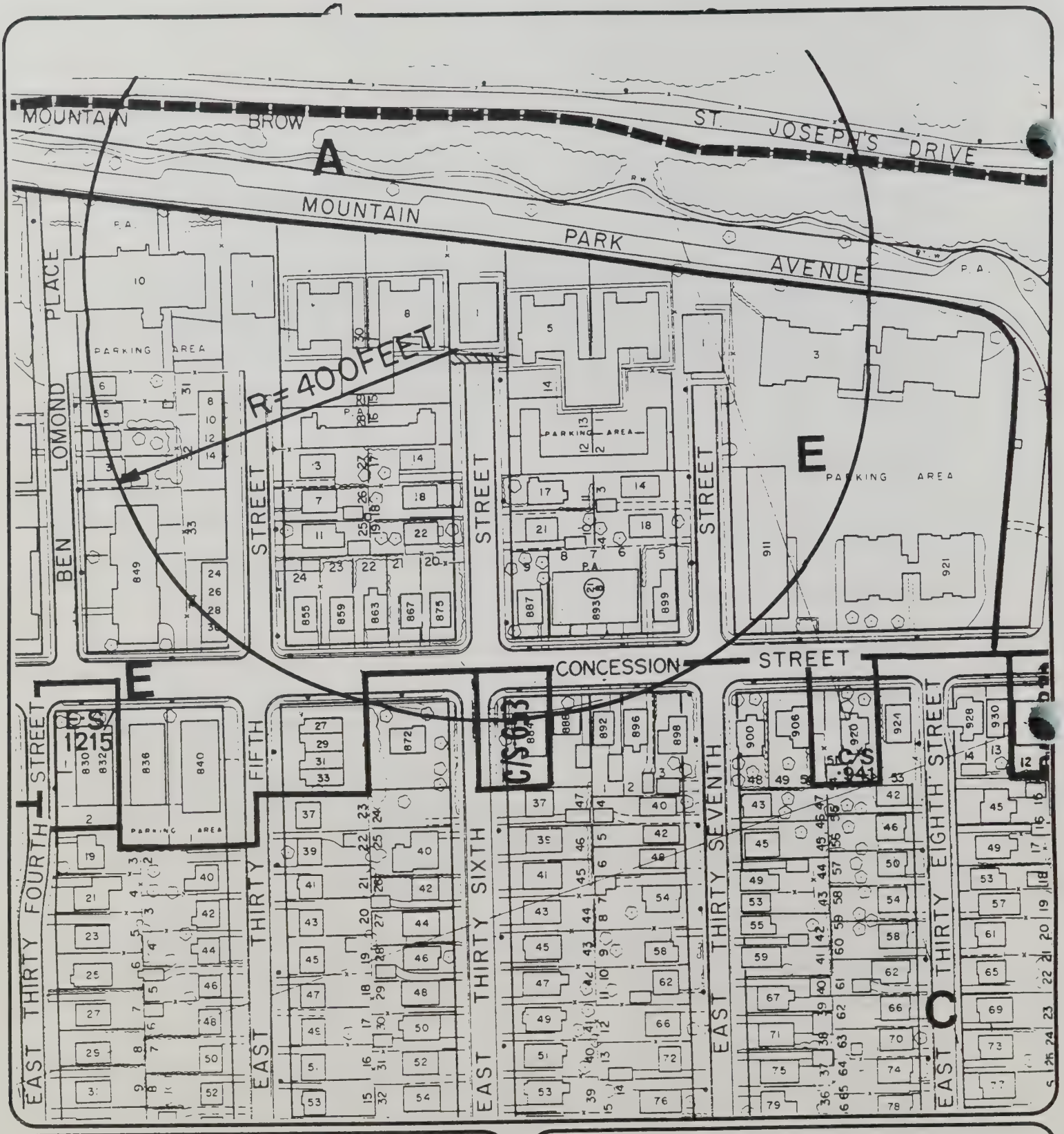
The Region's Environmental Services Department reports that a 12.0m easement will be required for the existing 425mm sewer and a 150mm watermain within the closure limits.

Roads Department, Survey Section advises that East 36th Street was dedicated as a public highway by Registered Plan 610. All authority of the Minister of Municipal Affairs to approve an order of amending a plan of subdivision registered after March 27, 1946 has been delegated to municipalities under Ontario Regulation 149/95. Therefore the subject lands may be closed by By-Law not requiring Ministry concurrence.

As there were no municipal department or utility company objections to the application and the concerns of the area residents have been addressed this Department can recommend in favour of the proposed closure.

JKC:
attach.

cc: M. Watson, Property Department
cc: A. Zuidema, Law Department



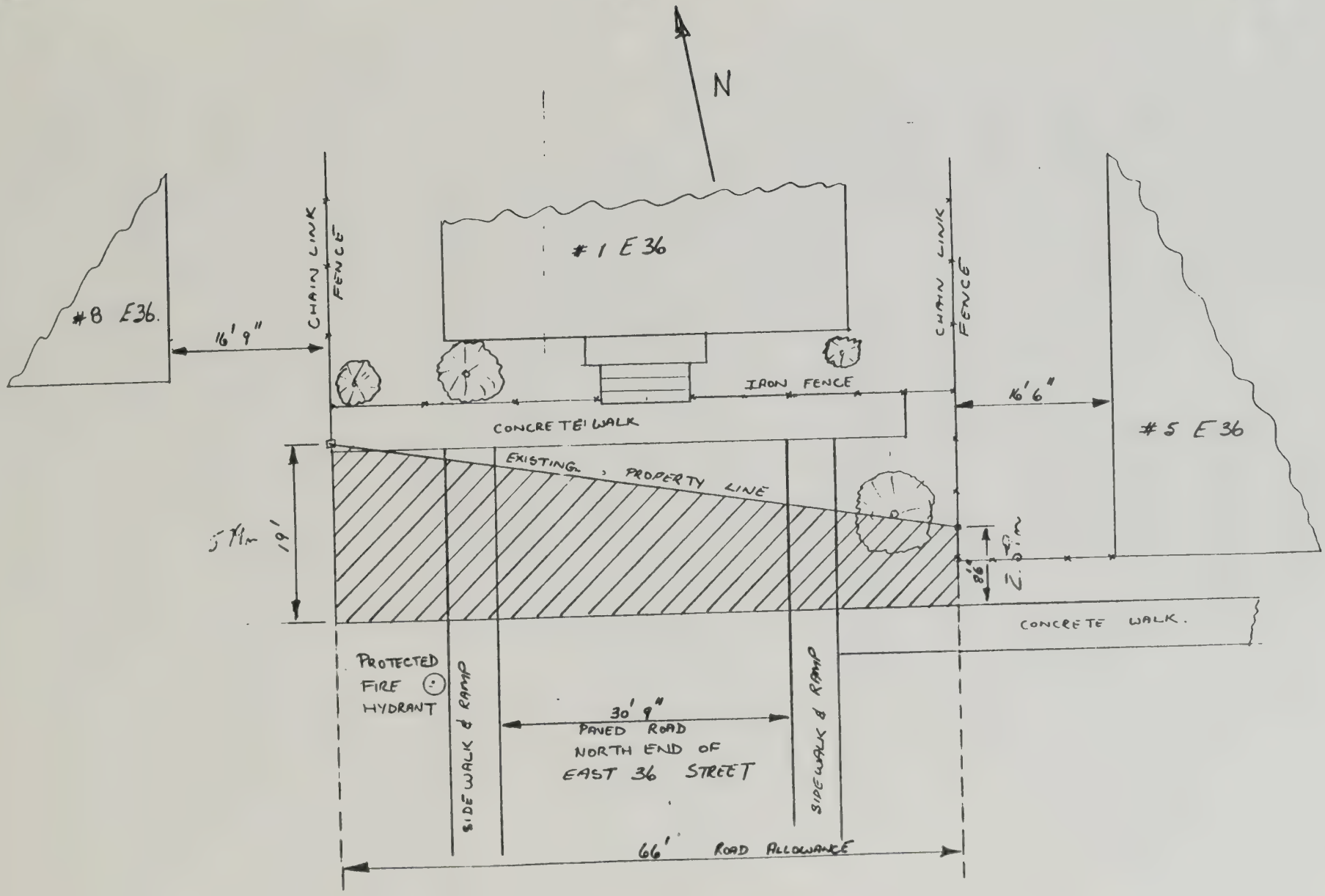
LOCATION PLAN
FOR PROPOSED ROAD CLOSURE
ON EAST THIRTY SIXTH STREET.

Regional Municipality of Hamilton-Wentworth
Transportation / Enviromental Services Group
Roads Department

Legend

PROPOSED
ROAD CLOSURE (PART)

North	Scale	Reference File No.
	Not to Scale	T 103-03 (327)
	Date	
	MAY 25, 1995	



PLAN OF EXISTING PROPERTY LINES AND AREA PROPOSED FOR PURCHASE SHOWN CROSS-HATCHED

3(a)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 9
V. Sferrazza SWE308-07P

REPORT TO: K. Christenson, Secretary
Transport & Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: **Provincial Environmental Services Inc.**
Application for a Waste Disposal Site (Processing)
Certificate of Approval No. A650121

RECOMMENDATION:

a) That the West Central Branch of the Ministry of the Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to Provincial Environmental Services receiving a Certificate of Approval for a Waste Disposal Site (Processing) for the site located at 97 Frid Street, Hamilton, provided that all environmental safeguards normally associated with the proposed activities are implemented to the satisfaction of the MOEE, and that all applicable City By-Laws are complied with fully.

b) That a copy of this report be forwarded to the MOEE West Central Branch for consideration.

c) That the MOEE be requested to forward a copy of the final Provisional Certificate of Approval for Provincial Environmental Services to the City of Hamilton.

D. Lobo
Commissioner of Public Works and Traffic

J. D. Thoms
Commissioner
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The West Central Region of the Ministry of the Environment and Energy has received an application from Provincial Environmental Services Inc., requesting a Provisional Certificate of Approval No. A650121 for a Waste Disposal Site (Processing) located at 97 Frid Street, Hamilton. In keeping with the established policy, MOEE officials have requested the City of Hamilton to comment on the viability of the proposal from a municipal jurisdictional perspective.

Provincial Environmental Services is a waste management company which has been in operation at 97 Frid Street for the past four years. The company provides waste management services to the industrial, commercial and institutional sectors which includes the transportation of waste, and recycling otherwise hazardous chemicals. Presently, the company has no handling or processing capabilities on site and must transport acceptable waste to end users within seven days.

The proponent proposes to use and operate a waste processing site with a total area of .34 hectares, for the transfer and processing of liquid industrial, hazardous and non-hazardous waste up to 100 tonnes per day. The total amount of waste and processed material stored at the site will not exceed 280 tonnes at any time. Normal storage will be thirty days or less, up to a maximum of 180 days. The site will be in operation for 365 days a year at 24 hours each day. The capacity to process and store waste on site will create efficiencies through economies of scale and enable Provincial to procure contracts with additional end-users and businesses.

The present use of the site includes a warehouse, an auto repair shop and offices. These operations will be discontinued to accommodate the new use and the renovations to the building. The new operation will not proceed until all permits are received and all renovations completed. The wastes will be bulked in various locations in the plant. For instance, all flammable materials will be bulked in the flammable storage area or the lab pack storage area.

The vast majority of the proposed processing activity at this facility will be bulking and blending of like solid and liquid hazardous and non-hazardous waste materials in order to improve the ease of handling, transportation and ultimate disposal of the wastes that are received. Provincial will also undertake shredding hazardous and non-hazardous waste, consumer products, recyclable materials and empty containers and liners. Any material that would present a noticeable hazard such as compressed gas cylinders, flammable or combustible materials or reactive substances will not be shredded. Further processing activities will include the decommissioning of aerosol cans and crushing/compacting empty containers as defined by regulation 347 of the Environmental Protection Act.

All wastes will be transferred from the site in question to licensed recycling or disposal facilities with the emphasis directed at recycle options. The facility will not provide permanent or long-term storage of waste materials beyond the period requested in the application.

Processing at the location will be limited to refrigerant collection, aerosol decommissioning, shredding and crushing. There will be NO radioactive materials, PCB's, explosives, animal wastes or infectious wastes received at this facility. All materials will undergo a series of laboratory tests to ensure compatibility and acceptability. Packed asbestos wastes will not be opened at this facility, nor will any wastes that are determined to pose a hazard to the employees or the environment. A rejection procedure for partial and whole loads has been developed and will be applied to each incoming transport of waste (Please see appendix A for a complete list of acceptable wastes).

The proposed processing site will service all municipalities and industries within the Province of Ontario. Provincial Environmental plans to service, primarily, the small quantity generators of waste.

The City acknowledges and supports Provincial Environmental Services Inc.'s work which minimizes waste generation and maximizes resource conservation. Furthermore, the City strongly endorses ventures which will improve Hamilton's economy and generate local full-time employment opportunities in the short and long-term, especially those involved in the environmental industry. Expanding Provincial's current operations will equate to the creation of 15 combined permanent technical, labour and professional jobs.

In order to satisfy the City's regulatory mandate, as well as the MOEE's request for comments, staff from pertinent City of Hamilton and Regional Departments, were requested to review the background documentation provided by Provincial Environmental Services Inc. and the MOEE, and subsequently submit any comments or concerns they might have on the proposed facility. Requests for comments were made to Traffic, Fire, Industrial Waste, Field Services, Local Planning, Regional Strategic Planning, Environmental Health Services, Building and Noise Control of Public Works.

Staff have discussed the proposed application with the proponent and the MOEE to determine if there are any outstanding City and Regional concerns which may not have been addressed in their proposal.

It was determined that the proposal would not compromise any City and Regional solid waste management initiatives, have any impact on the sewer system, or conflict with the City of Hamilton Official Plan. The proposed site is located in a heavy industrial area, surrounded by industrial operations and separated from residential uses to the east by railway lines and other industrial development. Ultimately, there were no objections expressed by any City and Regional Departments regarding the request for an amendment to the proponents Certificate of Approval.

The facility has been evaluated in terms of potential air quality and odour, water, noise and visual impacts. Negative impacts resulting from this proposed operation are minimal. The benefits, on the other hand, are expected to be quite significant in terms of waste reduction, product recycling, and short and long-term economic spin-offs.

The comments which the MOEE staff receive from the City are considered in their final evaluation and decision in granting a Provisional Certificate of Approval to the proponent.

:VS - Attach.

APPENDIX A: ACCEPTABLE WASTES FOR PROCESSING

1. Typical Materials to be Shredded

Solid and Liquid Non-Hazardous Wastes

papers, plastics, glass and metals, tin and aluminum

Solid and Liquid Hazardous Wastes

pharmaceuticals, non-ignitable laboratory chemicals, hygiene products, cosmetics, non-putrescible food products

2. Aerosol Can Decommissioning

Types

steel cans used for cleaners, pesticides, deodorants

3. Crushing/Compacting

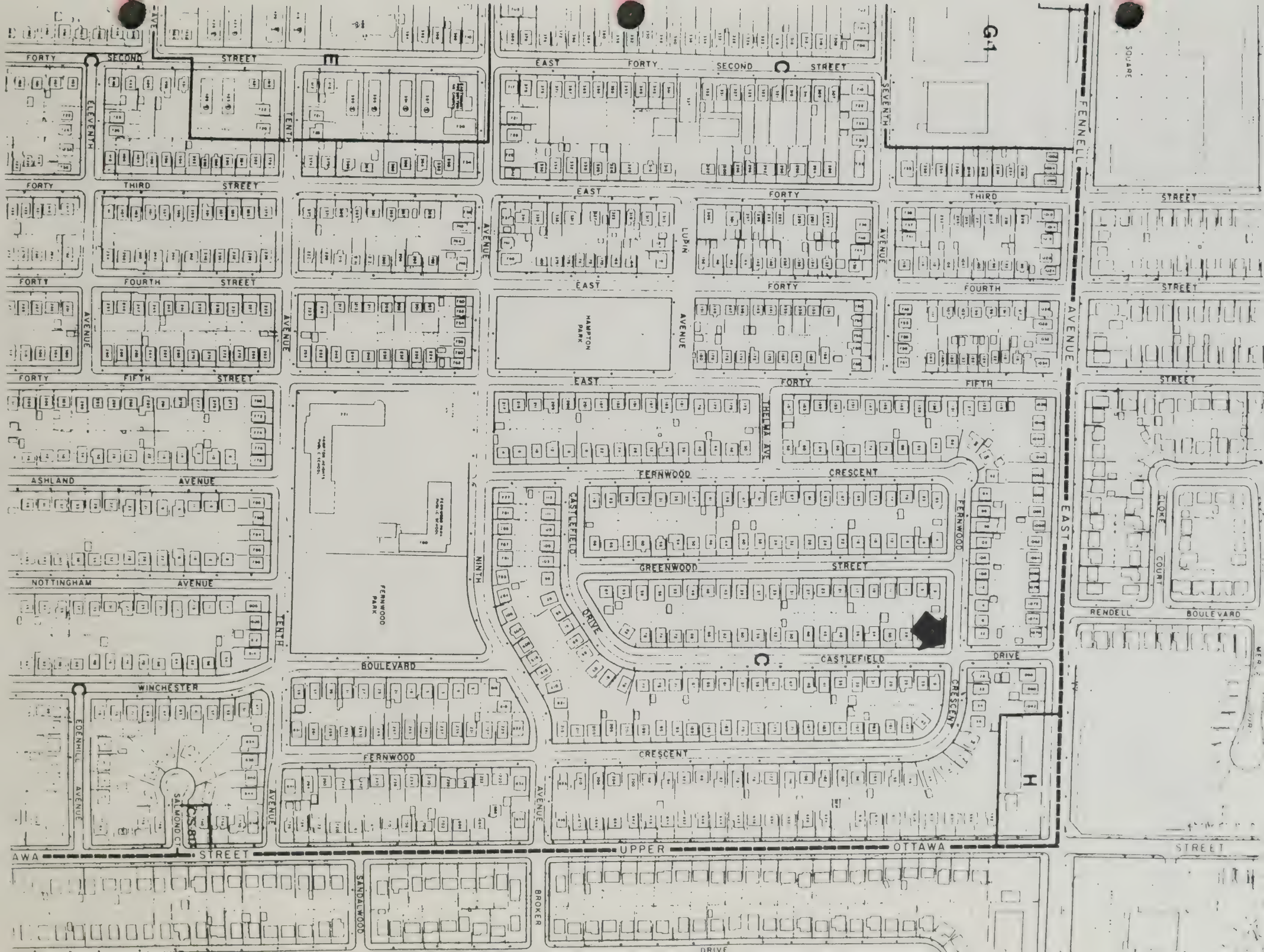
Types

waste drums and other waste receptacles, empty liners, depressurized aerosol containers

4. Other

Provincial Environmental Services Inc. will accept chlorofluorocarbon (CFC's) wastes and products and Lab-Packs. Because lab-packs can vary in composition and package quality as well as in the way they are inventoried, the company will make an effort to consult with all generators and/or qualified waste brokers of lab-packs, prior to any waste shipments.
The segregation of lab-packs are as follows: Inorganic alkaline chemicals, organic bases, inorganic alkaline salts and elements, acids, inorganic acidic salts, organic liquids, solid organic compounds, inorganic oxidizers, inorganic cyanides, pesticides and herbicides, reactive materials, shock sensitive materials, paints, varnishes and solvents, resins, glues and adhesives, compressed gases and aerosol containers, class 1a flammable liquids and asbestos wastes.

* All operations involving processing, handling, storage and transfer of acceptable wastes will be performed in accordance with all pertinent regulations of the Environmental Protection Act.


FORTY
SECOND
STREET
ELEVENTH
TENTH
EAST
FORTY
SECOND
STREET
SEVENTH
G1
FENNELL
STORE
STREET
FORTY
THIRD
STREET
EAST
FORTY
THIRD
STREET
FORTY
FOURTH
STREET
AVENUE
LUPIN
AVENUE
EAST
FORTY
FOURTH
STREET
FORTY
FIFTH
STREET
AVENUE
HAMPTON PARK
AVENUE
EAST
FORTY
FIFTH
STREET
AVENUE
ASHLAND
AVENUE
NOTTINGHAM
AVENUE
TENTH
FERNWOOD PARK
NINTH
THELMA AVE
FERNWOOD
CRESCENT
CASTLEFIELD
DRIVE
GREENWOOD
STREET
CASTLEFIELD
DRIVE
CRESCENT
BOULEVARD
WINCHESTER
EDENHILL
AVENUE
SALMOND CT
C.S.&I.
AVENUE
FERNWOOD
CRESCENT
H
AWA
STREET
UPPER
OTTAWA
SANDALWOOD
BROKER
DRIVE
CLOKE
COURT
RENDELL
BOULEVARD
STREET

3(b)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 August 7
File No. TEC-142-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: South side of Chedmac Drive - Parking Regulations

RECOMMENDATION:

That "No Stopping" regulations be implemented on the south side of Chedmac Drive commencing at a point 600 feet west of Rice Avenue and extending to a point 77 feet westerly therefrom and commencing at a point 870 feet west of Rice Avenue and extending to a point 83 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

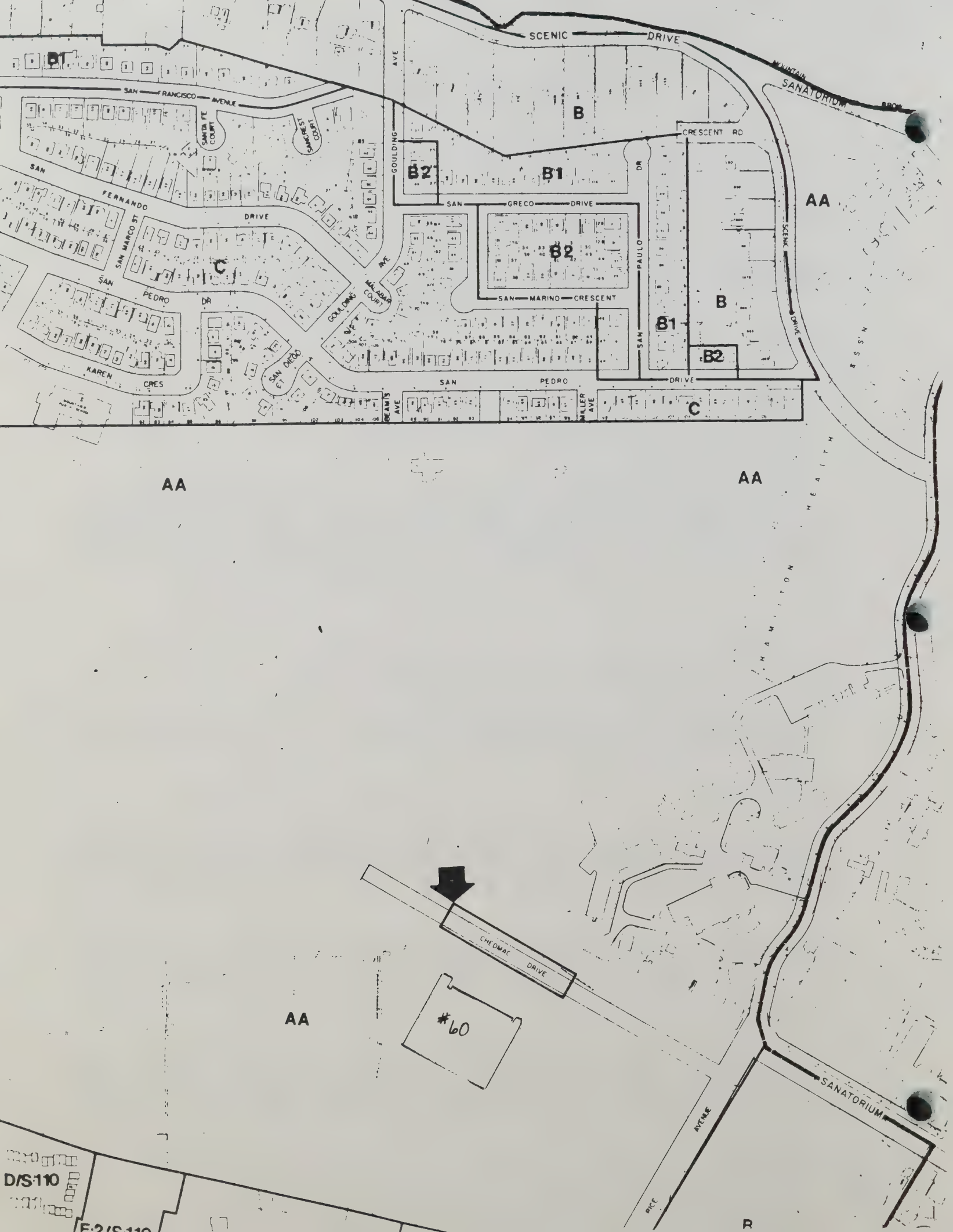
BACKGROUND:

Staff has received a request from Ms. Elsie Dicicco, Administrative Assistant for Mohawk Hospital Services, 60 Chedmac Drive, that a driveway clearance be implemented on the south side of Chedmac, adjacent to the two driveways into the site to facilitate driveway movements by their trucks.

Chedmac has a 28 foot pavement width, and presently, there is a "No Parking" regulation on the north side and unrestricted parking on the south side of the street in this area. Staff has confirmed that parked vehicles in this area do obstruct driveway movements into the facility to some degree.

The implementation of the requested regulation will prohibit stopping within 10 feet of either side of both driveways. Since parking is permitted on the south side of the street for the remainder of the block, staff does not anticipate any parking difficulties and concurs with this request.

CVB/MBH/klk


SCENIC DRIVE
MOUNTAIN SANATORIUM
SAN FRANCISCO AVENUE
SANTA FE COURT
SUNCREST COURT
SAN FERNANDO DRIVE
SAN MARCO
GOULDING AVE
CRESCENT RD
SAN GRECO DRIVE
PAULO
SAN MARINO CRESCENT
SCENIC DRIVE
SAN PEDRO DR
KAREN CRES
SAN DIEGO CT
MCLABAR COURT
BEANIS AVE
SAN PEDRO DRIVE
MILLER AVE
HAMILTON
HEALTH
CHEDMAC DRIVE
#60
SANATORIUM AVENUE
RICE
B1
B2
B
C
AA
D/S 110
E-2/S 110

3(b)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 August 20
File No. TEC-161-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Castlefield Drive and Fernwood Crescent - Intersection Control

RECOMMENDATION:

That no action be taken on the request for all-way stop control at the intersection of Castlefield Drive and Fernwood Crescent.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The implementation of unwarranted all-way stop control at locations such as this results in increased motor vehicle operating costs in the order of $10,000. annually.

BACKGROUND:

Alderman Tom Jackson and Alderman Bob Charters have forwarded a petition signed by 88 residents representing 68 area homes requesting that all-way stop control be implemented at the intersection of Castlefield and Fernwood. No specific concerns were mentioned regarding the operation of this intersection.

The intersection of Castlefield and Fernwood is a four-leg intersection, and presently, northbound and southbound traffic on Castlefield is required to stop for eastbound and westbound traffic on Fernwood. Records indicate that there has been only one reported collision at this intersection over the past seven years. This collision, which occurred in 1991, could not have been averted by the implementation of all-way stop control.

Staff is extremely concerned that the implementation of stop signs on Fernwood at this intersection could cause a more serious condition because westbound motorists approaching the intersection on the curve would have very restricted visibility and this could result in a high rate of violations of the stop signs. This could lead to a more serious condition if pedestrians crossing at the intersection expect the motorist to stop and the motorist, for whatever reason, fails to stop for the stop signs.

Staff has concluded that none of the criteria respecting the use of all-way stop control are met and that an all-way stop is not warranted at this intersection. Staff reiterates its concerns respecting the use of unwarranted stop control including the fact that there is no collision problem at this intersection, unwarranted stop signs cause extremely harmful environmental affects, stop signs have no effect on the speed or volume of traffic and unnecessary stop signs create disrespect by the motorists to the extent that the compliance of stop signs is deteriorating every year.

For the above-noted reasons, staff does not support the request for all-way stop control at the intersection of Castlefield and Fernwood.

CVB/MBH/kg

4.

CORPORATION OF THE CITY OF HAMILTON

CITY CLERK'S OFFICE

****

TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

YOUR FILE:

FROM: S. G. Hollowell
Acting City Clerk

OUR FILE:
PHONE: 546-4645

SUBJECT: **Hamilton Bench Advertising Ltd.**

DATE: 1996 August 28

Sub-joined is a copy of Section 39 of the Eleventh Report of the Transport and Environment Committee which was referred back by City Council at its meeting held 1996 August 27 to the Transport and Environment Committee.

S. G. Hollowell

SGH/mjw

"That Hamilton Bench Advertising Limited (No. 585 Main Street East, Hamilton, L8M IJ4) be permitted to place advertising benches on City Road Allowances for a ten year period, with revenue to the City of Hamilton, credited to Unclassified Revenue Account Centre 75001 for the following amounts exclusive of GST:

The greater of:

(a) An annual fee of $70 per advertising face per year or

(b) 5% of the advertising revenue per year

subject to the following conditions:

(i) That an Agreement be entered into between the City of Hamilton and Hamilton Bench Advertising Limited in a form satisfactory to the City Solicitor; and,

(ii) That the applicant provide an alphabetical street name inventory, defining where all benches are placed on the road allowance; and,

(iii) That the applicant provide, at the time of each annual payment, a map indicating the location of each bench; and,

(iv) That the applicant provide $5,000,000 public liability insurance, naming the City as an added insured party, and saving the City harmless from all action, interests, claims, demands, costs, damages, expenses, and loss; and,

(v) That the Mayor, City Clerk and Treasurer be authorized and directed to execute the Agreement on behalf of the City; and,

(vi) That no benches with advertising be placed in the City of Hamilton's "Downtown Area" bounded by and including Main Street and Wilson Street, and Bay Street and Wellington Street; however such restriction shall not apply to benches for charitable organizations or for benches without advertising; and,

(vii) That no benches with advertising be placed at bus stops with transit shelters where advertising is on the transit shelter; however such restriction shall not apply to benches for charitable organizations or for benches without advertising; and,

(viii) That the applicant be permitted to install a maximum of 500 large benches with advertising faces and 500 small benches with no advertising at locations determined by the following criteria:

1. No bench shall be placed in such a manner as to obstruct pedestrian traffic and in no case shall it be placed on a sidewalk having a width of 2.0m or less; and,

2. No bench shall be placed within 6.0m of any fire hydrant; and,

3. No bench shall be placed so as to interfere with or obstruct any street maintenance operation, and in no case shall a bench be within 11.0m of a bus stop during the months of December to April inclusive; and,

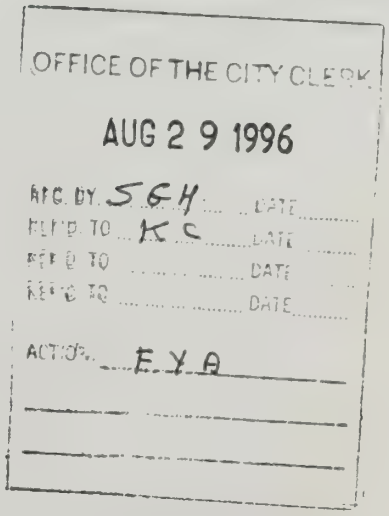
4. Benches shall not be installed until prior approval of each bench location is received from the Commissioner of Transportation (Region), and in all commercial areas, benches shall not be installed without first obtaining the approval of the Neighbourhood Business Association. All benches shall be maintained to the satisfaction of the Commissioner of Transportation (Region); and,

(ix) The Applicant shall make available to the City 5% of the benches for local service organizations who will be responsible for the cost of the artwork only."

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Office of the Clerk

Robert C. Prowse, Clerk
Michael A. Raillo, Deputy Clerk



August 28, 1996

Mr. J. Schatz
Clerk
City of Hamilton
71 Main Street West
Hamilton, Ontario
L8N 3T4

Dear Mr. Schatz:

Regional Council, at its special meeting held on Thursday, August 22, 1996, directed that Item 11.44 of the Transportation Services Committee, respecting "Proposed Bench Advertising Agreement (RDS 96-202)" be considered by the Committee following receipt of comments from the area municipalities.

Enclosed is a copy of Report RDS 96-202. I would respectfully request that this item be placed before the appropriate Committee of Council for consideration.

If you require additional information on this matter, please do not hesitate to contact Mr. E. M. Gill, Senior Director of Roads, at 546-4300.

Yours truly

Carolyn Biggs
Legislative Assistant

:cab.
Encl.

c.c. Mr. L. D. Turvey, P.Eng., Commissioner of Transportation
Mr. E. M. Gill, P.Eng., Senior Director, Roads Division

119 King Street West, 15th Floor
P.O. Box 910
Hamilton, Ontario L8N 3V9

Tel. (905) 546-4154
Fax (905) 546-2546
TDD (905) 522-1787

REGION OF HAMILTON-WENTWORTH

11.44

- RECOMMENDATION -

DATE: 1996 July 25
T103-63(A) V. Zingaro

REPORT TO: Chairman and Members
Transportation Services Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Division

SUBJECT: Proposed Bench Advertising Agreement (RDS 96-202)

RECOMMENDATION:

That Hamilton Bench Advertising Limited (585 Main Street East, Hamilton, L8M 1J4) be permitted to place advertising benches on Regional Road Allowances for a ten year period, with revenue to the Region credited to Account 1-46020-302210 for the following amounts exclusive of GST:

The greater of:
i) An annual fee of $70.00 per advertising face per year or
ii) 5% of the advertising revenue per year

subject to the following conditions:

a) That an Agreement be entered into between the Region of Hamilton-Wentworth and Hamilton Bench Advertising Limited in a form satisfactory to the Commissioner of Legal Services.

b) That the applicant provide an alphabetical street name inventory, defining where all benches are placed on the road allowance.

c) That the applicant provide, at the time of each annual payment, a map indicating the location of each bench.

d) That the applicant provide $5,000,000 public liability insurance, naming the Region as an added insured party, and saving the Region harmless from all action, interests, claims, demands, costs, damages, expenses, and loss.

e) That the Regional Chairman, Regional Clerk and Commissioner of Finance be authorized and directed to execute the Agreement on behalf of the Region.

f) That no benches with advertising be placed in the City of Hamilton's "Downtown Area" bounded by and including Main Street and Wilson Street, and Bay Street and Wellington Street; however such restriction shall not apply to benches for charitable organizations or for benches without advertising.

Proposed Bench Agreement
Cont'd ....

g) That no benches with advertising be placed at bus stops with transit shelters where advertising is on the transit shelter; however such restriction shall not apply to benches for charitable organizations or for benches without advertising.

h) That the applicant be permitted to install a maximum of 500 large benches with advertising faces and 500 small benches with no advertising at locations determined by the following criteria:

i) No bench shall be placed in such a manner as to obstruct pedestrian traffic and in no case shall it be placed on a sidewalk having a width of 2.0m or less.
ii) No bench shall be placed within 6.0m of any fire hydrant.
iii) No bench shall be placed so as to interfere with or obstruct any street maintenance operation, and in no case shall a bench be within 11.0m of a bus stop during the months of December to April inclusive.
iv) Benches shall not be installed until prior approval of each bench location is received from the Commissioner of Regional Transportation Department, and in all commercial areas, benches shall not be installed without first obtaining the approval of the Neighbourhood Business Association. All benches shall be maintained to the satisfaction of the Commissioner of Regional Transportation Department.

i) The Applicant shall make available to the Region 5% of the benches for local services organizations who will be responsible for the cost of the artwork only.

Ted Gill

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendations".

SUSTAINABLE COMMUNITY IMPLICATIONS:(Vision 2020, adopted by Regional Council as their vision for the future of Hamilton-Wentworth, embodies the concept of a sustainable community which is an equal balance of the economy, the environment, and social/health factors in all regional decision-making.)

BACKGROUND:

The Regional Municipality of Hamilton-Wentworth has held previous bench advertising agreements, since 1987 with Hamilton Bench Advertising. In 1990, the Roads Department

Cont'd ....

advertised for bids on a contract to place benches on Regional road allowances. Hamilton Bench Advertising Limited was the only company to bid on the contract, and they bid only on the option as described below.

This option required the following:

A i) Bench Type: Current benches with large advertising.
Location a) in commercial and industrial districts
b) public places - facing out to the street

ii) Bench Type: Benches with discreet advertising in the form of a plaque (e.g. this bench donated by ...).
Location: a) residential neighbourhood
b) facing designated architectural and/or historical structures

iii) Bench Type: No advertising
Location: a) facing into parks

B That for every 6 benches with advertising, 2 benches with no advertising must be supplied.

Hamilton Bench Advertising has approached the Region for the purpose of renewing the past bench advertising agreement as stated above with the exception of the type of bench that they wish to use. Hamilton Bench Advertising has been working successfully with a new Streetscaping program in other municipalities for several years and is the only major bench supplier in Ontario. The versatility of the new modular units allows them to be arranged to fit almost any site. As well these new units are attractive streetscaping and durable to stand up to a hostile environment.

In 1995, as a test project, the Hamilton Bench Advertising Company installed the newer modular (Plastic)/waste receptical/bench and advertising panel on the north side of King St. W., 29 metres west of the west curbline of James St.. The modules are bolted to the sidewalk. The Region received drawings of the modules and details of their assembly. The purpose of this test installation was to evaluate the esthetics and functionality of these new modular bench units.

The trial bench located at King and James Streets has been positively received by HSR customers and staff is not aware of any problems with the bench design or materials. HSR has also requested that the bench installation agreement be amended to include all area municipalities, since they receive request from customers using suburban bus routes. Consequently HSR has expressed interest to continue the co-operative association with Hamilton Bench Advertising so as to expedite the introduction of these new "next generation" of recycled plastic advertising and non-advertising benches and to add them to the inventory of benches permitted on Regional Roads in the Region at suitably located bus stops.

Cont'd ....

Proposed Bench Agreement
Cont'd ....

Garbage Collection

Regional staff discussed with Hamilton Public Works Department and HSR the topic of garbage collection from the benches that will have a garbage receptacle. Public Works stated that if the benches were located on their existing garbage collection routes they would do the collection at no cost to the Region. Furthermore, HSR would arrange for the garbage collection at transit shelters that are not on the Public Works collection routes.

Hamilton Bench Advertising has requested the renewal of the existing contract for a period of ten years instead of the four years used previously. This longer period for the agreement is to justify their investment and allow a realistic period for the payback period to occur. The previous agreement with minor revision is acceptable to Hamilton Bench Advertising.
The Applicant agrees to make available to the Region 5% of the benches for local services organizations who will be responsible for the cost of the artwork only.

Hamilton Bench Advertising Limited has had the bench contract with the City of Hamilton and the Region for the past 7 years and we have found them to be most co-operative in all aspects of the bench program. In summary our working relationship with the Hamilton Bench Advertising Limited has been satisfactory and we recommend them as the contractor to place the new modular/plastic advertising benches on Regional Road Allowances.

VMZ:vmz

cc: T. Cooke, Regional Chairman
cc: J. Bruzzese, Acting Treasurer and Commissioner
cc: R. Prowse, Regional Clerk
cc: B. O'Brien, Director Transportation Services, HSR
cc: D. Lobo, Commissioner Public Works and Traffic
cc: Purchasing, Department

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1996 September 16
9:30 o'clock a.m.
Room 233, City Hall

AGENDA

A. ADOPTION OF THE MINUTES

Adoption of the Minutes of the Transport and Environment Committee Meeting held 1996 August 19

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. TRAFFIC DIVISION

Parking Regulations

(a) Summit Avenue between Concession Street and Mountain Park Avenue -Parking Regulations

(b) No. 286 Paling Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(c) Parking Regulations on Rifle Range Road adjacent to Prince Philip School

(d) Knyvet Avenue and Kelso Street between Inverness Avenue east of Highcliffe Avenue - Parking Regulations

(e) No. 19 Keith Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(f) No. 166 Maplewood Avenue - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

(g) South Side of Somerset Avenue, west of Barnesdale Avenue North - Parking Regulations

(h) Rochelle Avenue between Queen Victoria Drive and Stone Church Road East - Parking Regulations

(i) No. 60 Francis Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(j) Apartment Building at No. 2 Bold Street - Application for a Time Limit Exemption Permit

(k) No. 509 Dunsmure Road - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(l) No. 350 Fairfield Avenue North - Request to Shorten an Existing Reserved "Permit Parking" Space for a Disabled Resident

(m) No. 18 Delena Avenue South - Request for a Wheelchair Loading Zone

(n) Gladstone Avenue between Main Street East and Delaware Avenue - Parking Regulations

(o) Intersection of Locheed Drive and Paris Avenue - Corner Clearance

Intersection Control

(p) Intersection of MacNab Street North and Colbourne Street - Intersection Control

ii. CITY ENGINEER

(a) Proposed Road Closure: Upper Horning Road and Omni Drive

(b) Encroachment Agreement, M.R. Byrne and Associates Ltd. District Heating System Pipeline for Laidlaw Energy Technologies Ltd.

iii. PUBLIC WORKS DIVISION

Hired Equipment Contractors During 1996 and 1997, Public Works Department

C. **DIRECTOR OF PROPERTY/CHIEF ADMINISTRATIVE OFFICER**

(i) Offer to Purchase (Highway Closure) - Part of the alley lying immediately north of 95 Ferguson Avenue South - Edward Adrian and Paul Bellemore

(ii) Realty Sale Procedural By-Law 95-049 - Declaration of Surplus Property Unopened section of Angela Avenue west of Scenic Drive

D. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

Monday, 1996 August 19
9:30 o'clock a.m.
Room 233, City Hall

2(A)

The Transport and Environment Committee met.

There were present:

Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Mayor R. M. Morrow
Alderman M. Kiss
Alderman B. Morelli
Alderman G. Copps
Alderman C. Collins
Alderman T. Jackson
Alderman F. D'Amico

Also present:

Alderman B. Charters
Alderman T. Anderson
Ms. B. Price, Hamilton Safety Council
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. D. Lobo, Commissioner of Public Works and Traffic
Mr. C. Firth-Eagland, Public Works and Traffic Department
Mr. M. Hazell, Public Works and Traffic Department
Mr. R. Meiers, Public Works and Traffic Department
Ms. P. Noe-Johnson, City Solicitor
Mr. M. Watson, Property Department
Mr. B. O'Brien, H.S.R.
Mr. D. Reiger, H.S.R.
Mr. D. Cuming, 309 Jackson Street West
Mr. K. C. Christenson, Secretary

1. **DELEGATIONS**

(a) **Proposed Alteration of John Street North**

The Committee was in receipt of a report dated 1996 July 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

There being no delegation present, the Committee approved the following recommendation:

That City Council enact the by-law to authorize the alteration of John Street North between a point approximately 50m north of Burlington Street and approximately 13m northerly by narrowing the roadway from the existing 8.6m width varying from 6.2m to 8.6m.

(b) **No. 1504 and No. 1512 Upper Gage Street, Recovery of Servicing Costs**

The Committee was in receipt of a information report dated 1996 August 14 from the Chief Administrative Officer and the Director of Property respecting the subject matter.

At the request of Alderman Anderson, the Committee agreed to table this item to the next meeting.

(c) **Intersection of Jackson Street West and Pearl Street - Intersection Control**

The Committee was in receipt of a report dated 1996 July 29 from the Commissioner of Public Works and Traffic as well as correspondence from Alderman M. Kiss dated 1996 July 15 and 1996 July 18, correspondence from Alan Aylward dated 1996 July 15 and correspondence from David Cuming dated 1996 August 11 respecting the subject matter.

Following brief discussion, the Committee agreed that the issue be tabled to the next meeting in order that both delegations be in attendance to present their views on this matter.

2. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

The minutes of the Transport and Environment Committee meeting of 1996 July 4 were adopted as circulated to the Members.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

(i) **Parking Regulations**

(a) **Hess Street South between Bold and Hunter Streets**

The Committee was in receipt of a report dated 1996 June 25 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "One Hour Parking Time Limit, 24 hours a day, Monday to Saturday" regulation be implemented on the east side of Hess Street South between Bold Street and Hunter Street West and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **No. 284 Grosvenor Avenue North**
Request to Shorten an existing
Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated 1996 July 15 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the east side of Grosvenor Avenue North commencing at a point 389 feet south of Barton Street East and extending to a point 29 feet southerly therefrom be shortened such that the regulation commences at a point 398 feet south of Barton Street East and extends to a point 20 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Simcoe Street West between MacNab Street North and Bay Street North**

The Committee was in receipt of a report dated 1996 July 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "Permit Parking" regulation on the south side of Simcoe Street West between MacNab Street North and Bay Street North be replaced with a "Three Hour Parking Time Limit, 24 hours a day, seven days a week" regulation and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the maximum number of permits allowed to be issued by the Commissioner of Public Works and Traffic be reduced from 22 permits to 12 permits.

(d) **Hunter Street West between Locke Street South and Pearl Street**

The Committee was in receipt of a report dated 1996 July 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the south side of Hunter Street West between Locke Street South and Pearl Street and that the City Traffic By-law No. 89-72 be amended accordingly.

(e) **Dana Drive and Norrie Avenue**

The Committee was in receipt of a report dated 1996 July 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "No Parking" regulation be implemented on the east side of Dana Drive between Norrie Avenue and a point 72 feet northerly therefrom; and,

(b) That a "No Parking" regulation be implemented on the north side of Norrie Avenue between Dana Drive and a point 80 feet easterly therefrom; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(f) **East Side of Berkindale Drive, South of Roxborough Avenue**

The Committee was in receipt of a report dated 1996 July 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That parking be prohibited on the east side of Berkindale Drive, commencing at Roxborough Avenue and extending to a point 118 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(g) **Roxborough Park Public School, No. 20 Reid Avenue North**

The Committee was in receipt of a report dated 1996 July 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Wheelchair Loading Zone, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of Reid Avenue North commencing at a point 109 feet south of Ayr Avenue and extending to a point 40 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(h) **No. 103 Ravensbury Drive**
Request to Remove a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1996 July 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Wheelchair Loading Zone, 24 hours a day, seven days a week" regulation on the east side of Ravenbury Drive (west leg) commencing at a point 209 feet south of the south curb line of Ravenbury Drive (north leg) and extending to a point 39 feet southerly therefrom be removed and that the City Traffic By-law No. 89-72 be amended accordingly.

(i) **No. 165 Fairfield Avenue**
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated 1996 July 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Fairfield Avenue commencing at a point 391 feet south of Britannia Avenue and extending to a point 17 feet southerly therefrom, and on the east side of Fairfield Avenue commencing 375 feet south of Britannia Avenue and extending to a point 17 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Debbie Epifano, No. 165 Fairfield Avenue.

(j) **No. 493 Ferguson Avenue North**
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated 1996 July 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Ferguson Avenue North commencing at a point 116 feet north of Macauley Street East and extending to a point 23 feet northerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Victoria Chadwick, No. 493 Ferguson Avenue East.

(k) **No. 212 East Avenue North**

The Committee was in receipt of a report dated 1996 July 30 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the east side of East Avenue North commencing at a point 84 feet north of Robert Street and extending to a point 22 feet northerly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(l) **Depew Street between Beach Road and Gertrude Street**

The Committee was in receipt of a report dated 1996 August 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Three Hour Parking Time Limit, 8:00 a.m. to 8:00 p.m., Monday to Friday" regulation on the west side of Depew Street between Beach Road and Gertrude Street be replaced with a "One Hour Parking Time Limit, 24 Hours a Day, Seven Days a Week" regulation and that the City Traffic By-law No. 89-72 be amended accordingly.

(m) **South Side of Chedmac Drive**

The Committee was in receipt of a report dated 1996 August 7 from the Commissioner of Public Works and Traffic respecting the subject matter.

At the request of Alderman D'Amico, the Committee agreed that the item be tabled to the next meeting.

(n) **West 32nd Street between Bendamere Avenue and Elmwood Avenue**

The Committee was in receipt of a report dated 1996 August 2 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of West 32nd Street between Bendamere Avenue and Elmwood Avenue and that the City Traffic By-law No. 89-72 be amended accordingly.

(o) **No. 664 Upper Wentworth Street**
Request to Modify the Existing Wheelchair Loading Zone

The Committee was in receipt of a report dated 1996 August 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Wheelchair Loading Zone, 9:00 a.m. to 11:00 p.m., Seven Days a Week" regulation on the north side of Vickers Road commencing at a point 86 feet west of Upper Wentworth Street and extending to a point 30 feet westerly therefrom be revised such that the regulation commences at a point 86 feet west of Upper Wentworth Street and extends to a point 50 feet westerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(p) **No. 333 Fairfield Avenue**
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated 1996 August 7 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Fairfield Avenue commencing at a point 225 feet south of Vansitmart Avenue and extending to a point 20 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Al Caldwell, No. 333 Fairfield Avenue.

(q) **No. 177 Fairfield Avenue**
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated 1996 August 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Fairfield Avenue commencing at a point 263 feet south of Britannia Avenue and extending to a point 20 feet southerly therefrom, and on the east side of Fairfield Avenue commencing at a point 343 feet south of Britannia Avenue and extending to a point 18 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Brad Dayment, No. 177 Fairfield Avenue.

(r) **Stanley Avenue between Dundurn Street South and MacDonald Avenue**

The Committee was in receipt of a report dated 1996 August 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "No Parking" regulation on the south side of Stanley Avenue commencing at Dundurn Street South and extending to a point 450 feet westerly therefrom be replaced with a "No Stopping" regulation; and,

(b) That the existing "Alternate Side Parking" regulation on the north side of Stanley Avenue from Dundurn Street South to a point 410 feet westerly therefrom and on the south side from Dundurn Street South to a point 459 feet westerly therefrom be removed; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(s) **No. 301 Cumberland Avenue**
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated 1996 August 8 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Norway Avenue commencing at a point 24 feet north of Cumberland Avenue and extending to a point 20 feet northerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Webb, No. 301 Cumberland Avenue.

(t) **Tom Street between Dundurn Street North and Breadalbane Street**

The Committee was in receipt of a report dated 1996 August 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "No Parking" regulation on the north side of Tom Street between Dundurn Street North and Breadalbane Street be switched to the south side; and,

(b) That a "Permit Parking" regulation be implemented on the north side of Tom Street commencing at a point 194 feet west of Dundurn Street North and extending to a point 21 feet westerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(c) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mark Smith, No. 80 Tom Street.

(u) **No. 260 Tragina Avenue North**
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated 1996 August 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Tragina Avenue North commencing at a point 475 feet south of Barton Street East and extending to a point 16 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Don Mitchell, No. 260 Tragina Avenue North.

(ii) INTERSECTION CONTROL

(a) **Intersection of Broughton Avenue and Grayrocks Avenue Broughton Avenue and Ossington Avenue**

The Committee was in receipt of a report dated 1996 August 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That eastbound traffic on Broughton Avenue be required to stop for northbound and southbound traffic on Grayrocks Avenue; and,

(b) That three-way stop control be implemented at the intersection of Ossington Avenue and Broughton Avenue; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Intersection of Kingsway Drive and John Street South**

The Committee was in receipt of a report dated 1996 August 7 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That westbound traffic on Kingsway Drive be required to stop for northbound and southbound traffic on John Street South and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Intersection of Roanoke Road and Paradise Road North**

The Committee was in receipt of a report dated 1996 August 7 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That eastbound and westbound traffic on Roanoke Road be required to stop for northbound and southbound traffic on Paradise Road North and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) **Intersection of Tia Drive and Nugent Drive**

The Committee was in receipt of a report dated 1996 August 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That northbound traffic on Tia Drive be required to stop for eastbound and westbound traffic on Nugent Drive and that the City Traffic By-law No. 89-72 be amended accordingly.

(iii) **School Crossing Guards**

(a) **Courtland Avenue and Stone Church Road West**

The Committee was in receipt of a report dated 1996 June 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing hours of the School Crossing Guard at the intersection of Courtland Avenue and Stone Church Road West be extended to include the lunch time school crossing periods on a permanent basis.

(b) **Inverness Avenue and Upper Wellington Street**

The Committee was in receipt of a report dated 1996 August 7 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the lunch time school crossing service be discontinued at the intersection of Inverness Avenue and Upper Wellington Street.

(c) **Barons Avenue North and Britannia Avenue**

The Committee was in receipt of a report dated 1996 August 7 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the lunch time school crossing service be discontinued at the intersection of Barons Avenue North and Britannia Avenue.

(d) **Upper Gage Avenue and Thorley Drive**

The Committee was in receipt of a report dated 1996 August 7 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the lunch time school crossing service be discontinued at the intersection of Upper Gage Avenue and Thorley Drive.

(e) **Concession Street and East 36th Street**

The Committee was in receipt of a report dated 1996 August 7 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the lunch time school crossing service be discontinued at the intersection of Concession Street and East 36th Street.

(iv) **CITY ENGINEER**

1996 Servicing Expenditures Related to Subdivisions

The Committee was in receipt of a report dated 1996 August 1 from the Commissioner, Regional Environment respecting the subject matter.

The Committee approved the following recommendation:

(a) That the City's share of services in "Orchard Park Estates - Phase 2", previously approved in the amount of $3,267, be increased to a total of $6,667 and that the additional amount of $3,400 be financed from Account Centre No. 00107 - Reserve for Services Through Unsubdivided Lands; and,

(b) That the City's share of services in "Orchard Park Estates - Phase 3", previously approved in the amount of $7,265, be increased to a total of $14,765 and that the additional amount of $7,500 be financed from Account Centre No. 00107 - Reserve for Services Through Unsubdivided Lands; and,

(c) That the City's share of services in "Orchard Park Estates - Phase 4", previously approved in the amount of $16,573, be increased to a total of $26,573.00 and that the additional amount of $10,000 be financed from Account Centre No. 00107 -Reserve for Services Through Unsubdivided Lands; and,

(d) That the City's share of services in "Summerfield at the Orchards", previously approved in the amount of $122,922, be increased to a total of $152,922 and that the additional amount of $30,000 be financed from Account Centre No. 00107 - Reserve for Services Through Unsubdivided Lands.

C. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Reports

The Committee was in receipt of a report dated 1996 August 19 from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

Date	From	Subject	Date Distributed
1996 July 10	Chief Administrative Officer	City Engineer's Responsibilities	July 10
1996 July 5	Regional Environmental Department	Recycling Collection Delays	July 5
1996 July 16	Regional Environmental Department	Recycling Collection Delays	July 16
1996 June	Ontario Good Roads Association	Monthly Bulletin	July 25
1996 July 24	Commissioner of Public Works and Traffic	Processing of City of Hamilton Traffic By-law Amendments	August 13
1996 August 12	Chief Administrative Officer	Hamilton, Ontario and Monterrey, Mexico - NAFTA Grant for Environmental Work	August 13

3. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

(i) PUBLIC WORKS DIVISION

(a) **Leaf and Yard Waste Collection**

The Committee was in receipt of a report dated 1996 August 15 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Firth-Eagland reviewed the report and stated that the Department anticipated a start up date of October 21.

Alderman Merling noted that the M.O.E.E. had only advised the City verbally that incineration of grass clippings was acceptable. He directed that the Commissioner of Public Works and Traffic get confirmation of this agreement in writing from the M.O.E.E. prior to undertaking this program.

Following further discussion, the Committee approved the following recommendation:

(a) That in accordance with the Provincial Government's 3 Rs Regulations which mandate leaf and yard waste composting, the Commissioner of Public Works and Traffic be authorized to implement a leaf and yard waste collection program in accordance with the following criteria:

(i) Leaf and yard waste will be collected separately from regular household garbage and recyclables; and,

(ii) The collection period will be from April 15th to December 15th and a Christmas tree collection in January; and,

(iii) Collection will be on an every other week basis with collection days designated as outlined in Appendix "A" attached hereto; and,

(iv) There will be no leaf and yard waste collection for statutory holidays nor will there be "make up" days for lost statutory day collections; and,

(v) Leaf and yard waste will only be collected when properly placed at curbside and packaged in clear plastic bags with a thickness of at least 1.5 thousandths of an inch, not more than 2.75 cubic feet, capable of holding 50 lbs or 22 kg; or in suitable reusable garbage cans/containers designated by the official leaf and yard waste logo as illustrated in Appendix "B"; or in the case of brush and garden debris tied in compact bundles not more than four feet in length; and,

(vi) The Department of Public Works and Traffic will make available and distribute through the mail, vinyl stick on leaf and yard waste logos for use by residents in designating specific reusable containers for leaf and yard waste, on a request basis and for an amount of $1 each sticker; and,

(vii) Each individual "lift" of leaf and yard waste ie. each bag or container of material shall not exceed 50 lbs or 22 kg; and,

(viii) Grass clippings will continue to be collected as regular residential garbage and in addition will be collected as leaf and yard waste. Promotional efforts will be made to encourage property owners to appreciate both the benefits of recycling grass clippings onto their lawn and the use of composters; and,

(b) That the Commissioner of Public Works and Traffic be authorized to inform the Citizens of Hamilton and affected agencies of the leaf and yard waste collection program through local media, promotions and educational seminars as may be required and within existing budgets; and,

(c) That in order to facilitate a program start which recognizes operational issues for both the City of Hamilton and the Region of Hamilton-Wentworth, the program start date for 1996 be October 21.

(b) **Sewer Street Tree Program**

The Committee was in receipt of a report dated 1996 August 14 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

That the Department of Public Works and Traffic be authorized to continue to fund the Sewer Street Tree Program Account No. CH56321 60430 recognizing that this account is in an overdraft projection.

(ii) **TRAFFIC DIVISION**

(a) **Temporary Assignments of School Crossing Guards to Pedestrian Priority Signals**

The Committee was in receipt of a report dated 1996 July 17 from the Commissioner of Public Works and Traffic respecting the subject matter.

Alderman D'Amico expressed concern over the removal of School Crossing Guard on Upper James Street.

Following discussion, the Committee approved the following recommendation:

That School Crossing Guards at pedestrian priority signal locations be retained for a period not to exceed one month after installation of the signals, to ensure that pedestrians using the signals operate the pushbuttons and understand the signals, following which the crossing guards will be removed.

Note: Alderman F. D'Amico recorded opposed.

(b) **Parking Enforcement During Major Special Events**

The Committee was in receipt of a report dated 1996 July 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

Alderman Copps expressed concern with the impact of this recommendation on residents in the affected areas.

Following discussion, the Committee approved the following recommendation:

That parking enforcement be conducted in the areas of major special events such as Aquafest, Earthsong, Festival of Friends and Tiger Cat Football Games, in accordance with the following guidelines:

(a) parking infraction notices will be issued only for safety related violations, or on a complaint basis; and,

(b) Parking Control Officers will be instructed to use as much discretion/leniency as possible; and,

(c) to promote public relations, Parking Control Officers will be instructed to assist the public by giving directions, general information or any other assistance, to the best of their ability; and,

(d) that the cost of providing parking enforcement during annual major special events be charged to the event organizers.

NOTE: Alderman Copps recorded opposed.

(c) **Roof Repairs - Traffic Operations Centre**

The Committee was in receipt of a report dated 1996 August 1 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That $45,000 from account #CF-758841001 be assigned for remedial repairs to the roof of the Traffic Operations Centre; and,

(b) That Lexcan Industry Supply Limited be authorized to do warranty repairs to the roof of the Traffic Operations Centre, on the understanding that such repairs are done with no obligation to the City; and,

(c) That the complete replacement and restoration of the roof of the Traffic Operations Centre in the year 2002 be placed in the capital budget.

(d) **Country Club Drive between Greenhill Avenue and Capilano Drive**

The Committee was in receipt of a report dated 1995 November 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Alternate Side Parking" regulation on Country Club Drive between Greenhill Avenue and Capilano Drive be replaced with a "No Parking" regulation on the east side and unrestricted parking on the west side and that the City Traffic By-law No. 89-72 be amended accordingly.

Note: Alderman G. Copps recorded opposed.

(iii) CITY ENGINEER

(a) **1996 Transit Shelter Program**

The Committee was in receipt of a report dated 1996 July 150 from the Commissioner of Transportation respecting the subject matter.

Bill O'Brien reviewed the ranking of Bus Shelters for 1996 and indicated that only 5 shelters could be constructed utilizing available funding and that it was hoped that 5 more would be constructed using private funding.

Discussion ensued on the ranking of shelter locations and subsequently the Committee approved that the report be received and that direction be given to staff at the next meeting respecting shelter location priorities.

(b) **Payment of Outstanding Servicing Costs Under Land Division Committee Application B-96 No. 607 Queen Victoria Drive, Hamilton**

The Committee was in receipt of a report dated 1996 August 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

Alderman Charters spoke to the issue and requested that the Committee approve the request presented by the owner of 607 Queen Victoria Drive.

Following discussion, the Committee approved the following amended recommendation:

(a) That the costs attributed to the 1' Reserve adjacent to the single family lot at the south-west corner of Queen Victoria Drive and Loconder Avenue (No. 607 Queen Victoria Drive), intended for development by the Hamilton Habitat Humanity organization, be waived, and the 1' Reserve adjacent to No. 607 Queen Victoria Drive be incorporated into the road allowance upon satisfactory arrangements with the City; and,

(b) That the remainder of the charges attributable to the 1' Reserve adjacent to the remnant parcel abutting Loconder Drive be collected at the time of development of that parcel; and,

(c) That the Treasurer be instructed to identify a source of funding; and,

(d) That the Committee of Adjustment be advised of this resolution.

(c) **Proposed Bench Advertising Agreement**

The Committee was in receipt of a report dated 1996 August 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following discussion, the Committee approved the following recommendation:

That Hamilton Bench Advertising Limited (No. 585 Main Street East, Hamilton, L8M lJ4) be permitted to place advertising benches on City Road Allowances for a ten year period, with revenue to the City of Hamilton, credited to Unclassified Revenue Account Centre 75001 for the following amounts exclusive of GST:

The greater of:

(a) An annual fee of $70 per advertising face per year or

(b) 5% of the advertising revenue per year

subject to the following conditions:

(i) That an Agreement be entered into between the City of Hamilton and Hamilton Bench Advertising Limited in a form satisfactory to the City Solicitor; and,

(ii) That the applicant provide an alphabetical street name inventory, defining where all benches are placed on the road allowance; and,

(iii) That the applicant provide, at the time of each annual payment, a map indicating the location of each bench; and,

(iv) That the applicant provide $5,000,000 public liability insurance, naming the City as an added insured party, and saving the City harmless from all action, interests, claims, demands, costs, damages, expenses, and loss; and,

(v) That the Mayor, City Clerk and Treasurer be authorized and directed to execute the Agreement on behalf of the City; and,

(vi) That no benches with advertising be placed in the City of Hamilton's "Downtown Area" bounded by and including Main Street and Wilson Street, and Bay Street and Wellington Street; however such restriction shall not apply to benches for charitable organizations or for benches without advertising; and,

(vii) That no benches with advertising be placed at bus stops with transit shelters where advertising is on the transit shelter; however such restriction shall not apply to benches for charitable organizations or for benches without advertising; and,

(viii) That the applicant be permitted to install a maximum of 500 large benches with advertising faces and 500 small benches with no advertising at locations determined by the following criteria:

1. No bench shall be placed in such a manner as to obstruct pedestrian traffic and in no case shall it be placed on a sidewalk having a width of 2.0m or less; and,

2. No bench shall be placed within 6.0m of any fire hydrant; and,

3. No bench shall be placed so as to interfere with or obstruct any street maintenance operation, and in no case shall a bench be within 11.0m of a bus stop during the months of December to April inclusive; and,

4. Benches shall not be installed until prior approval of each bench location is received from the Commissioner of Transportation (Region), and in all commercial areas, benches shall not be installed without first obtaining the approval of the Neighbourhood Business Association. All benches shall be maintained to the satisfaction of the Commissioner of Transportation (Region); and,

(ix) The Applicant shall make available to the City 5% of the benches for local service organizations who will be responsible for the cost of the artwork only.

Note: Alderman G. Copps recorded opposed.

4. **OTHER BUSINESS**

(a) **Correspondence - Regional Municipality of Hamilton-Wentworth Annual Planting and Maintenance of Flowers**

The Committee was in receipt of correspondence dated 1996 July 17 from the Regional Clerk respecting the subject matter.

Mayor Morrow expressed concern over the operation of the Engineering Department and it's interference with City policy.

Following discussion, the Committee approved the following recommendation:

That the Regional Municipality of Hamilton-Wentworth be advised, through the Transportation Services Committee that the City of Hamilton rejects the recommendation respecting Annual Planting and Maintenance of Flowers (RDS 96-024(a)) which was received by the Transportation Services Committee and forwarded to the City of Hamilton for comments.

(b) **School Board Properties**

The Committee discussed the lack of maintenance on School Board properties and following discussion, the Committee agreed that the Mayor would write to the School Boards expressing this concern.

(c) **Canada/Ontario Infrastructure Program**

The Commissioner of Public Works and Traffic informed the Committee that there has been significant and ongoing delays in securing the 1996 C.O.I.P funding for road and sidewalk reconstruction projects. He stated that these delays may impact upon the Departments ability to complete these works this year and could have significant impacts on the departments current budget.

Following discussion, the Committee directed the Commissioner of Public Works and Traffic to continue with current budget related operations recognizing a potential overdraft.

Staff were further directed to work through the Mayors office to attempt to expedite approvals.

(d) **2 o'clock a.m. Parking Regulation**

Alderman Jackson questioned the status of the report requested on the matter of extending the 2 a.m. parking regulation in light of the extended bar hours.

The Commissioner of Public Works and Traffic responded that the report was presently being formulated and would be presented upon it's completion.

5. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1995 August 19

/mjw

2(8)(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 5
File No. TEC-171-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Summit Avenue between Concession Street and Mountain Park Avenue - Parking Regulations

RECOMMENDATION:

That a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the west side of Summit Avenue commencing at a point 154 feet north of Concession Street and extending to a point 41 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

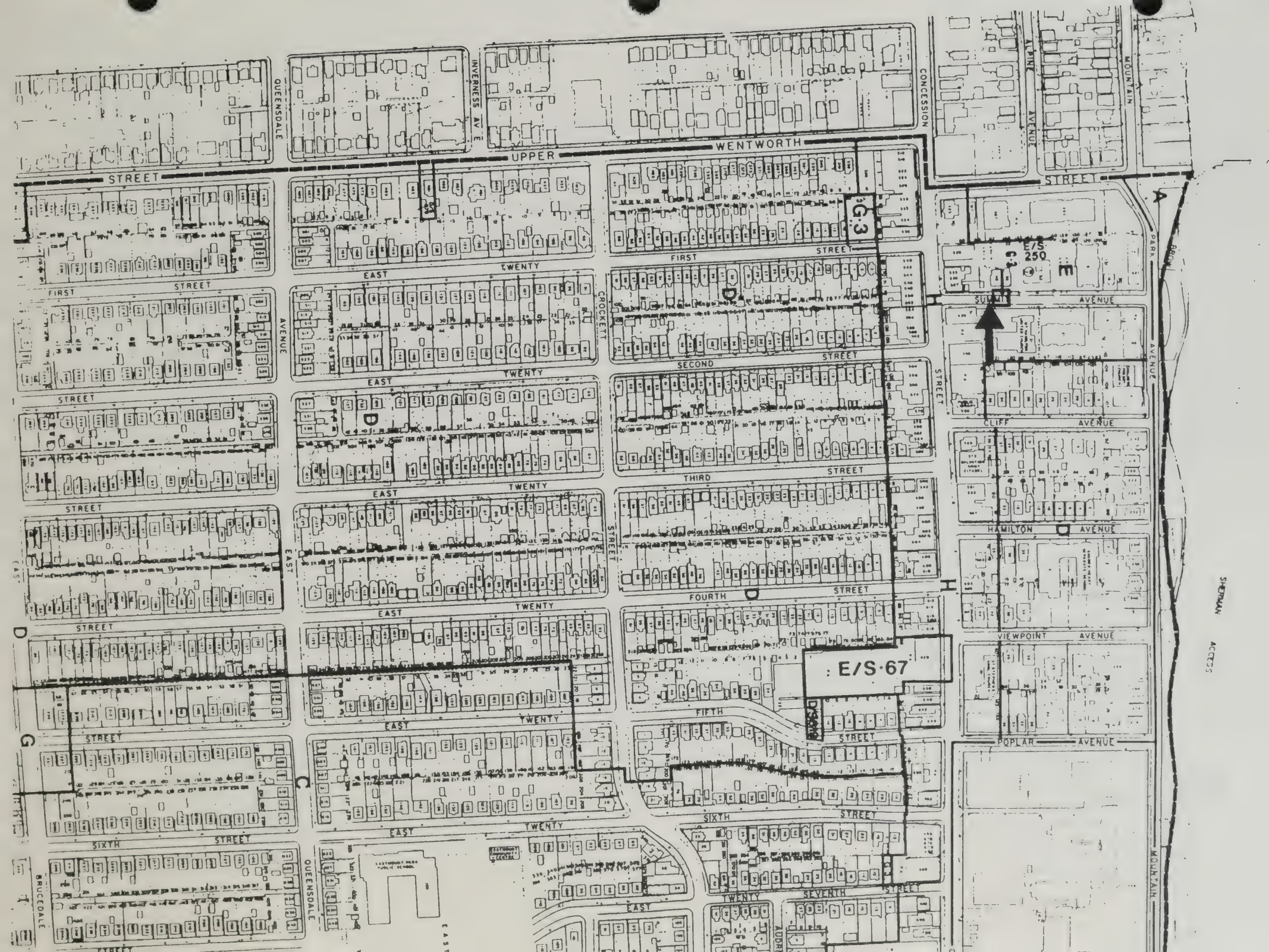
Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Staff has received a petition signed by representatives of the two residential properties abutting this section of Summit between Concession and Mountain Park, requesting that a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the west side of the street directly in front of their properties. Both of the residents whose properties abut this area signed the petition in favour of the requested regulation.

Summit has a 25 foot pavement width, and presently, there is a "No Parking" corner clearance from Concession to a point 154 feet northerly and unrestricted parking for the remainder of the northerly section of the street. There is a "No Parking" regulation in conjunction with a "No Stopping" corner clearance on the east side of the street in this area. The resident that submitted the petition expressed concern regarding long-term non-resident parking by employees of area business. The implementation of the requested regulation would prohibit long-term non-resident parking and area residents may be entitled to purchase permits at an annual cost of $24. to exempt their vehicle(s) from the signed time limit regulation. Therefore, since 100 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

SK CVB/MBH/kg


UPPER WENTWORTH STREET
QUEENSDALE
INVERNESS AV. E.
CONCESSION
MOUNTAIN
AVENUE
PARK
G-3
E/S 250
FIRST STREET
SECOND STREET
THIRD STREET
FOURTH STREET
FIFTH STREET
SIXTH STREET
TWENTY SEVENTH STREET
EAST TWENTY STREET
CROCKETT
SUMMIT AVENUE
CLIFF AVENUE
HAMILTON AVENUE
VIEWPOINT AVENUE
POPLAR AVENUE
: E/S-67
DISCO
SHERMAN ACCESS
BRUCEDALE

2(8)(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 5
File No. TEC-174-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 286 Paling Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Paling Avenue commencing at a point 603 feet south of Barton Street East and extending to a point 27 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Lisa Taylor, No. 286 Paling Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

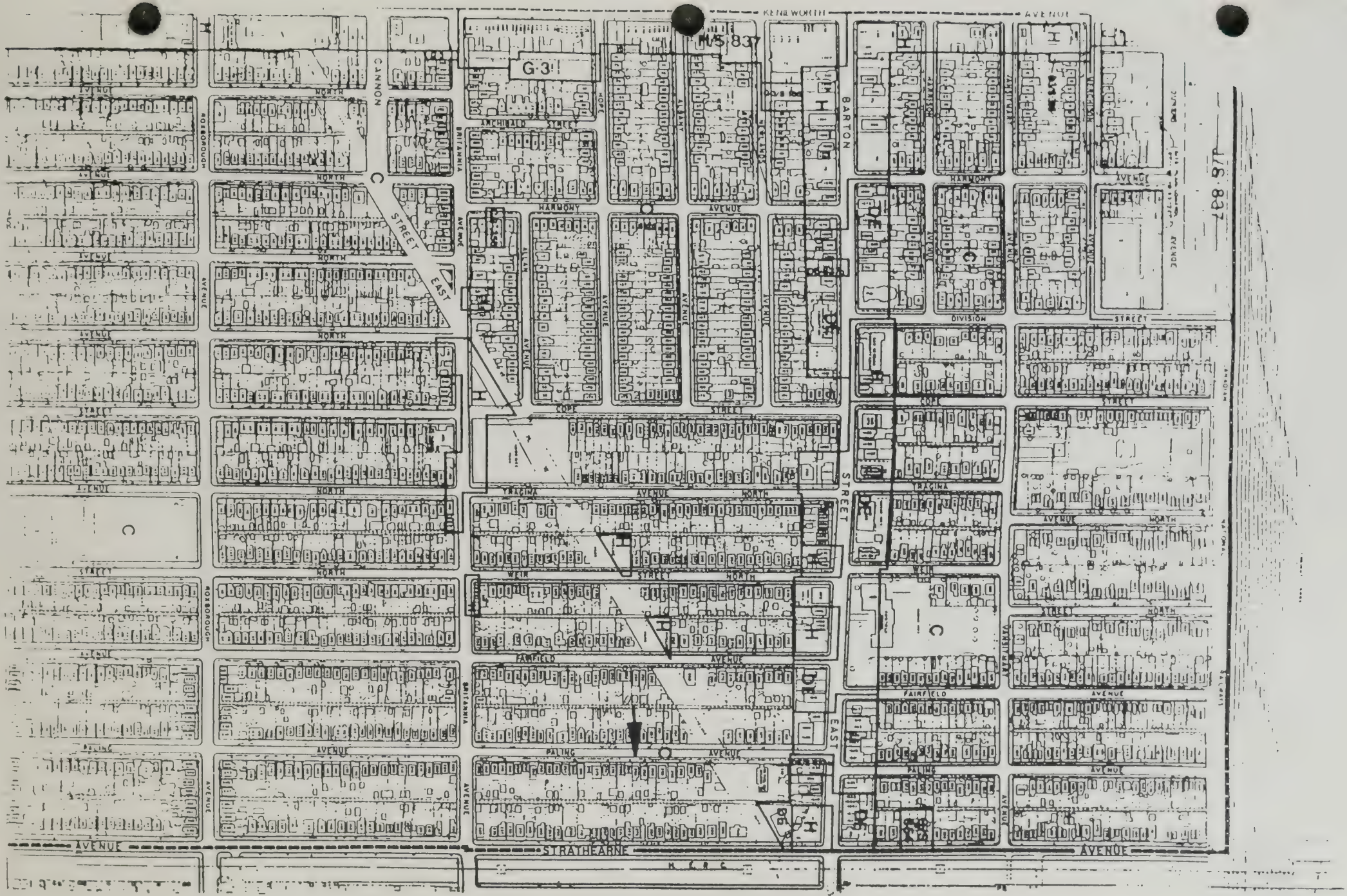
BACKGROUND:

Staff has received a request from Ms. Lisa Taylor, No. 286 Paling Avenue, that a reserved "Permit Parking" space be designated on the east side of Paling Avenue in front of her home since she is disabled. The subject reserved "Permit Parking" space was removed earlier this year upon request by Ms. Taylor as she no longer owned a vehicle. However, Ms. Taylor has advised staff that she now owns a vehicle and would like a space designated in front of her home.

Paling has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year round basis. However, Ms. Taylor has advised that she requires a space only when parking is permitted on her side of the street under the existing "Alternate Side Parking" regulation so as not to inconvenience area residents. Loading and unloading may occur on Ms. Taylor's side of the street when parking is prohibited on the east side under the "Alternate Side Parking" regulation.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of an individual reserved "Permit Parking" space in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Ms. Taylor possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

CVB/MBH/kg


KENILWORTH AVENUE
G-31
BARTON STREET EAST
CANNON STREET EAST
HARMONY AVENUE
DIVISION STREET
CORE STREET
YARMINA AVENUE NORTH
WERA STREET NORTH
FAIRFIELD AVENUE
PALING AVENUE
STRATHEARNE AVENUE
AVENUE NORTH
HOMEBOROUGH AVENUE
BRITANNIA AVENUE
ARCHIBALD STREET
JORDAN AVENUE
ALEXANDRA AVENUE
C
H
DE

2(B)(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 05
File No. TEC-177-96 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Parking Regulations on Rifle Range Road Adjacent to Prince Philip School

RECOMMENDATION:

That the existing "Wheelchair Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side of Rifle Range Road commencing at a point 266 feet south of the south curb line of Whitney Avenue and extending 30 feet southerly be extended 10 feet northerly and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Principal of Prince Philip School has requested that the existing "Wheelchair Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side of Rifle Range Road be extended 10 feet northerly. The existing wheelchair loading zone is situated such that the ramp of the handicap bus does not align with the private walkway to the school entrance utilized by handicap students. Because of this school staff are having trouble manoeuvring students from the private walkway onto the bus. Therefore, staff concur with this request.

There is presently a "No Parking" regulation on the east side of Rifle Range in this area. Thus, there will be no loss of parking which could impact the neighbouring residential properties by extending the wheelchair loading zone.

TA/MBH/kg


MAIN STREET WEST
H/S 583
G 3/S 583a
G 3/S 583
GLENMOUNT AVE
WARD AVE
ROYAL AVE
HOLMES AVE
WHITNEY AVE
MERNA AVE
TOTTENHAM ROAD
T H & B RAILWAY
RIFLE RANGE ROAD
EWEN ROAD
M-14/S-689 & 759a
M-14/S-759a
M-14/S-759a
A-(S)-621
ALEXANDER PARK
YARMOUTH COURT
BEAUCOURT PL
BUTTY PL
LOWER HORNING RD
CARWIN CRES
BLACKWOOD CRES
PURVIS DR
YATES DR
CLIFFORD ST
GRANTON AVE
TONA AVE
BROADWAY ST
ROAD ALLOWANCE BETWEEN CONS 1 & 2
EXPRESSWAY 403
H.E.P.C.
SCENIC

2(B)(i)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 4
File No. TEC-167-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Knyvet Avenue and Kelso Street between Inverness Avenue East and Highcliffe Avenue - Parking Regulations

RECOMMENDATION:

a) That an "Alternate Side Parking" regulation be implemented on Knyvet Avenue and Kelso Street between Inverness Avenue East and Highcliffe Avenue, such that parking is prohibited:

- on the east and south sides of the streets during the months of December, January, February and March and from the 1st to the 15th day of April, May, June, July, August, September, October and November; and

- on the west and north sides of the streets from the 16th to the last day of April, May, June, July, August, September, October and November; and

b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

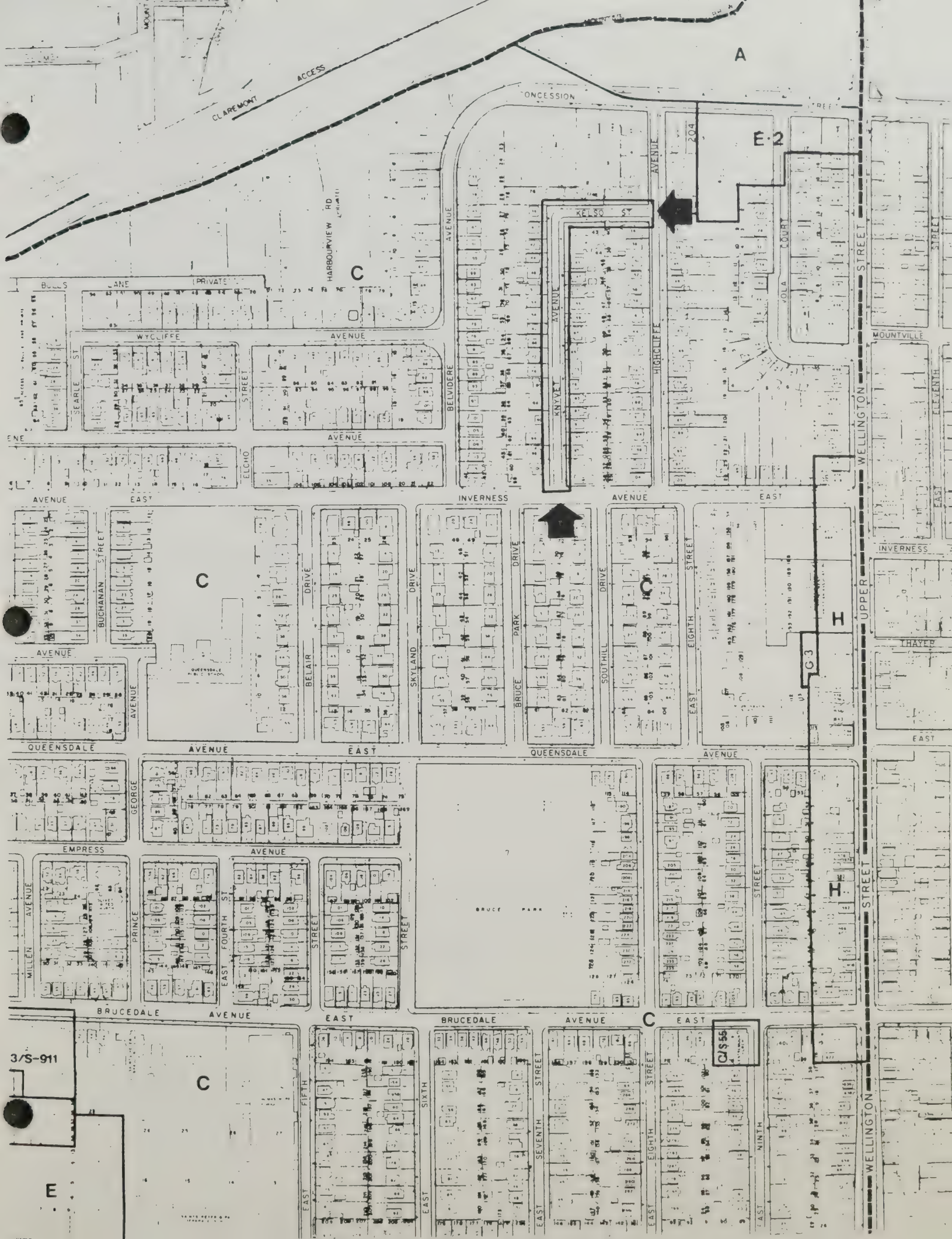
Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a petition signed by representatives of 34 of the 39 residential properties abutting Knyvet and Kelso between Inverness and Highcliffe requesting that an "Alternate Side Parking" regulation be implemented on both streets in this block. Twenty-eight of the 34 petitioners are in favour of the requested regulation, two are opposed and four have no opinion.

Both Knyvet and Kelso have a 24 foot pavement width, and presently, there is unrestricted parking on both sides of each street in this block. The resident who circulated the petition has expressed concern regarding parked vehicles on both sides of the street obstructing two-way traffic flow and the difficulty the snow plows have in removing the snow. Staff supports the principle of removing parking from one side of narrow streets such as this to facilitate two-way traffic flow, driveway movements and snow removal. Also, the implementation of the requested regulation will facilitate street cleaning operations since parking would alternate from side to side and provide a two week period on each side for street cleaning rather than requiring the posting of temporary cardboard signs. Therefore, since 72 percent of the abutting residents support the requested "Alternate Side Parking" regulation and since virtually all residents have available off-street parking, staff does not anticipate any parking difficulties and concurs with the request.

CVB/MBH/kg


A
CONCESSION STREET
CLAREMONT ACCESS
HARBOURVIEW RD
E-2
204
KELSO ST
AVENUE
KNYVET AVENUE
HIGHCLIFFE AVENUE
COURT
VOLA
STREET
MOUNTVILLE
ELEVENTH
EAST
C
BULLS LANE PRIVATE
WYCLIFFE AVENUE
SEARLE ST
STREET
BELVIDERE AVENUE
ECHO AVENUE
INVERNESS AVENUE EAST
BUCHANAN STREET
BELAIR DRIVE
SKYLAND DRIVE
BRUCE PARK DRIVE
SOUTHILL DRIVE
EIGHTH STREET EAST
H
G3
UPPER WELLINGTON STREET
THAYER
QUEENSDALE AVENUE EAST
GEORGE
EMPRESS AVENUE
MILLEN AVENUE
PRINCE
FOURTH ST EAST
STREET
BRUCE PARK
BRUCEDALE AVENUE EAST
FIFTH STREET EAST
SIXTH STREET EAST
SEVENTH STREET EAST
EIGHTH STREET EAST
NINTH STREET EAST
WELLINGTON STREET
E
3/S-911
CJ/S 55

2(B)(i)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 5
File No. TEC-170-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 19 Keith Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the north side of Keith Street commencing at a point 116 feet east of Emerald Street North and extending to a point 18 feet easterly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Maria Botelho, 19 Keith Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

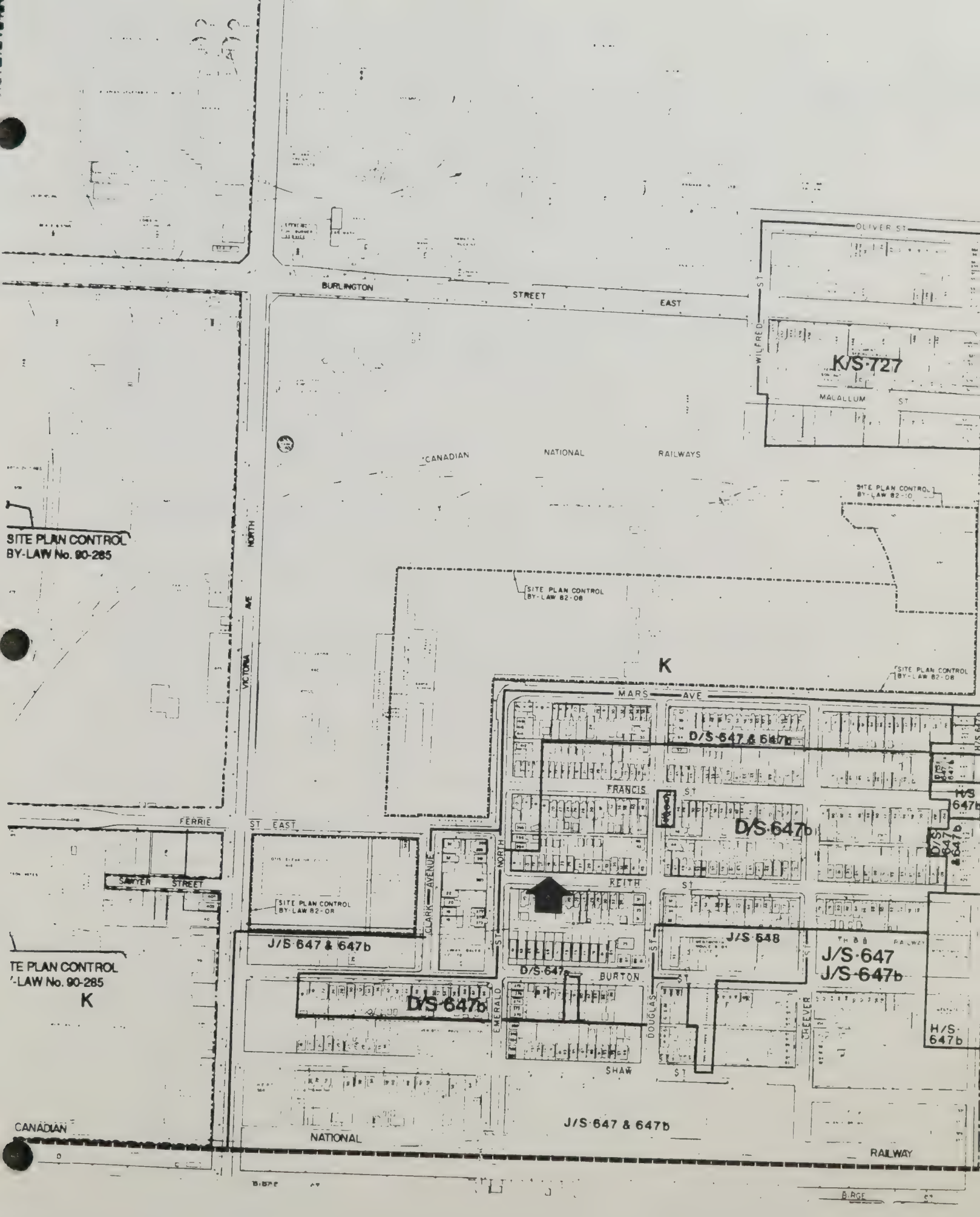
BACKGROUND:

Staff has received a request from Mrs. Botelho, 19 Keith Street, that a reserved "Permit Parking" space be designated on the north side of Keith directly in front of her home since her daughter is disabled.

Keith has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year round basis. However, Mrs. Botelho has advised that she requires the space on her side of the street only so as not to inconvenience other area residents. Loading and unloading may occur on her side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mrs. Botelho possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

CVB/MBH/kg


BURLINGTON STREET EAST
OLIVER ST
WILFRED ST
K/S-727
MACALLUM ST
CANADIAN NATIONAL RAILWAYS
SITE PLAN CONTROL BY-LAW 82-10
SITE PLAN CONTROL BY-LAW 82-08
SITE PLAN CONTROL BY-LAW No. 90-285
K
VICTORIA AVE NORTH
MARS AVE
D/S-647 & 647b
FRANCIS ST
D/S-647b
H/S 647b
FERRIE ST EAST
SAWYER STREET
SITE PLAN CONTROL BY-LAW 82-08
CLARK AVENUE
KEITH ST
J/S-647 & 647b
J/S-648
J/S-647
J/S-647b
D/S-647b
BURTON ST
EMERALD ST NORTH
DOUGLAS ST
CHEEVER ST
SHAW ST
H/S 647b
CANADIAN NATIONAL RAILWAY
J/S-647 & 647b
BIBBY
BIRGE

2(BXi)(F)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 5
File No. TEC-173-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 166 Maplewood Avenue - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the south side of Maplewood Avenue commencing at a point 76 feet west of Cedar Avenue and extending to a point 18 feet westerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from Megan Duguay, 166 Maplewood Avenue, that the existing "Permit Parking" regulation on the south side of Maplewood in front of her home be removed since she has moved. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one unrestricted on-street parking space to the south side of the street.

CVB/MBH/kg

SHERMAN AVENUE
MAIN STREET
EAST
SOUTH
BLAKE STREET
ASHFORD BLVD
SPRINGER AVENUE
ALBERT STREET
GILMOUR PLACE
PROSPECT AVENUE
CEDAR AVENUE
BALSAM AVENUE
GAGE AVENUE
EAST BEND
BARNESDALE BLVD
D/S·209
E/S·880
E/S·800
E/S·358
E/S·86
W·14
450

CITY OF HAMILTON

- RECOMMENDATION -

2(b)(i)(g)

DATE: 1996 August 28
File No. TEC-157-96 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: South Side of Somerset Avenue, west of Barnesdale Avenue North - Parking Regulations

RECOMMENDATION:

That a "No Stopping" regulation be implemented on the south side of Somerset Avenue, commencing at Barnesdale Avenue North and extending to a point 32 feet westerly therefrom, and that City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Bernie Morelli has advised of a request from Mr. Joseph Znamecz, 43 Somerset Avenue, that a "No Stopping" regulation be implemented on the south side of Somerset, immediately west of Barnesdale.

Mr. Znamecz has a reserved "Permit Parking" space designated on the south side of the street, 56 feet west of Barnesdale, and frequently, two vehicles are parked between Barnesdale and his reserved space such that the vehicle closest to Barnesdale is within 20 feet of the intersection. Since there is only room for one vehicle to be legally parked in this area, it would be appropriate to implement the requested regulation to avoid any possible confusion on the part of the motorist.

The implementation of the requested regulation will not result in a loss of on-street parking and, therefore, staff concurs with the request.

CVB/MBH/klk

2(B)(i)(h

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 August 26
File No. TEC-164-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Rochelle Avenue between Queen Victoria Drive and Stone Church Road East - Parking Regulations

RECOMMENDATION:

(a) That an "Alternate Side Parking" regulation be implemented on Rochelle Avenue between Queen Victoria Drive and Stone Church Road East such that parking is prohibited:

- on the west side of the street from December to March, and from the 1st to the 15th day of April, May, June, July, August, September, October and November; and,

- on the east side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and,

(b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Aldermen Tom Jackson and Bob Charters recently forwarded a petition signed by representatives of 9 of the 10 one, two and three family dwellings abutting Rochelle between Queen Victoria and Stone Church, requesting that an "Alternate Side Parking" regulation be implemented on the street in this block. Eight of the petitioners are in favour of the requested regulation and one is opposed. The petition was also signed by nine other area residents.

Rochelle has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. Staff supports the principle of removing parking from one side of narrow streets such as this to facilitate two-way traffic flow and driveway movements. Therefore, since 80 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

Since all residents in this area have available off-street parking, the number of on-street parking spaces need not be a factor in determining the side of the street for the winter parking prohibition. However, since Quincy intersects Rochelle on the west side of the street, staff recommends that parking be prohibited on the west side of the street during the winter months of the requested "Alternate Side Parking" regulation.

CVB/MBH/klk

2(b)(i)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 August 22
File No. TEC-162-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 60 Francis Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the south side of Francis Street commencing at a point 180 feet east of Douglas Street and extending to a point 17 feet easterly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Bridges, 60 Francis Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mrs. Bridges, 60 Francis Street, that a reserved "Permit Parking" space be designated on the south side of Francis directly in front of her home since she is disabled.

Francis has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year round basis. However, Mrs. Bridges has advised that she requires the space on her side of the

street only so as not to inconvenience other area residents. Loading and unloading may occur on her side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mrs. Bridges possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

CVB/MBH/kg

2(B)(i)(j)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 August 22
File No. TEC-163-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Apartment Building at No. 2 Bold Street - Application for a Time Limit Exemption Permit

RECOMMENDATION:

That the Commissioner of Public Works and Traffic be authorized to issue, upon request, four Time Limit Exemption Permits to each of the first four eligible applicants residing in the apartment building at No. 2 Bold Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is a potential for $96. in revenue each year from the sale of parking permits to residents of this building.

BACKGROUND:

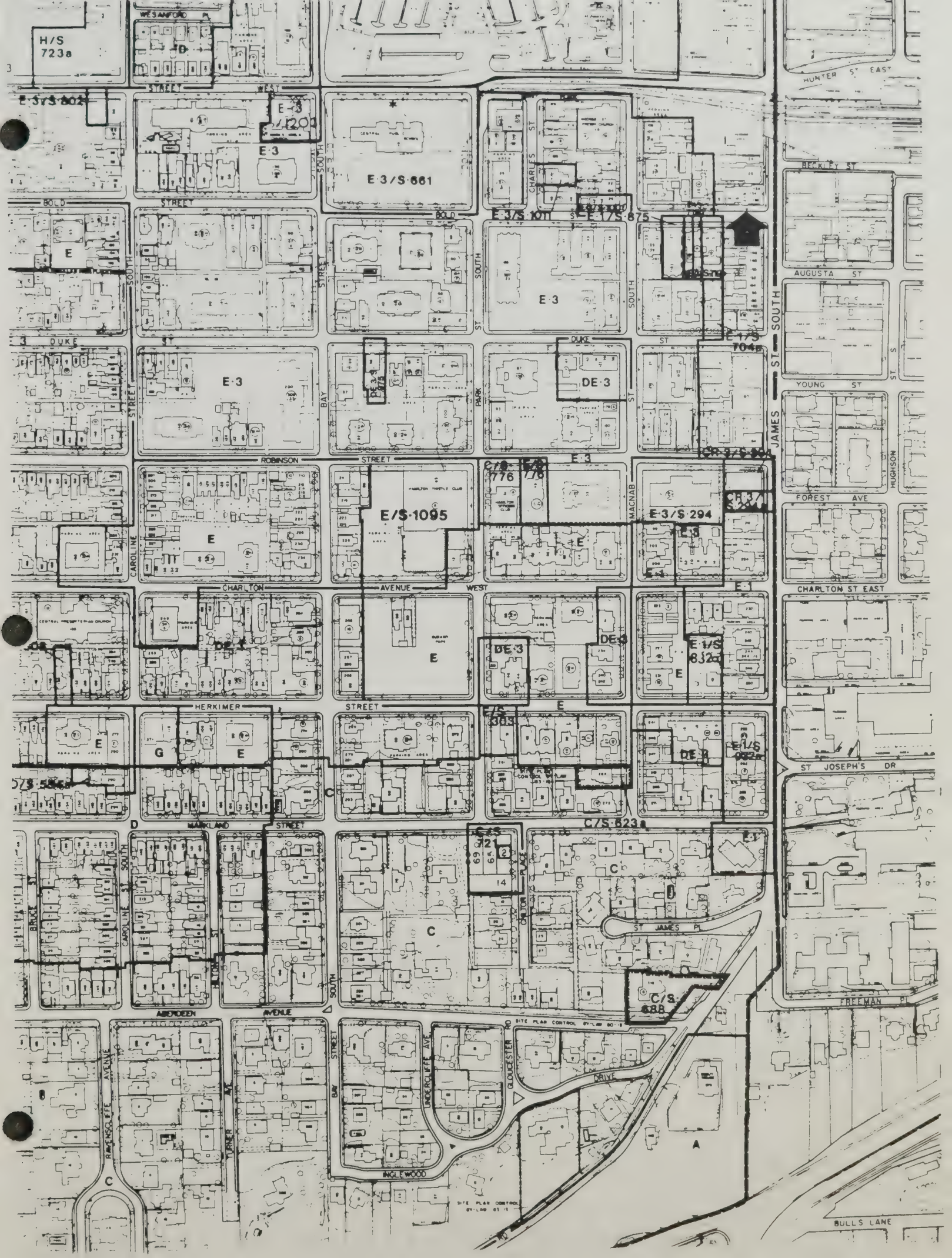
Staff has received a request from Mr. Peter Brown, 2 Bold Street, that Time Limit Exemption Permits be issued to the residents of this building.

The subject apartment building is located on the north-west corner of Bold and James. Mr. Brown has advised that he wishes to park his vehicle within the existing on-street parking time limit spaces nearby. An investigation has revealed that there are four dwelling units within the apartment building, and that there are no off-street parking spaces available on the private property. Past practice of the Committee has established a policy that, generally, Time Limit Exemption Permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. The Zoning By-law

requires that a minimum of four off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of four off-street parking spaces in accordance with the current Zoning By-law requirements.

Periodic observations reveal that streets in this area are heavily parked during the day. However, since there has only been a moderate demand for Time Limit Exemption Permits in this area, it appears that the parking is generally non-resident, short-term parking. Thus, the issuance of four Time Limit Exemption Permits to residents of this building should not create any parking difficulties for area residents. Therefore, staff supports this request and it would be appropriate to issue a maximum of four parking permits to the residents of this building on a first come first served basis.

CVB/MBH/kg


H/S 723a
WESANFORD PL
STREET WEST
E-3/S-802
E-3/120
E-3
E-3/S-661
CHARLES ST
E-3/S-1011
E-1/S-875
BOLD STREET
SOUTH ST
E
E-3
DUKE ST
DE-3
BAY PARK
E-1/S-704a
ROBINSON STREET
E-3
E/S-1095
MAGNAB
E-3/S-294
CAROLINE
CHARLTON AVENUE WEST
DE-3
E-1/S-832a
HERKIMER STREET
G
E
C/S-584a
C/S-623a
MARKLAND STREET
BRUCE ST
CAROLINE
ABERDEEN AVENUE
ST JAMES PL
C/S-688
SITE PLAN CONTROL BY-LAW 80-15
GLOUCESTER RD
UNDERCLIFFE AVE
DRIVE
INGLEWOOD
RAMSCLIFFE AVENUE
TURNER AVE
BAY STREET
SITE PLAN CONTROL BY-LAW 83-15
HUNTER ST EAST
BECKLEY ST
AUGUSTA ST
JAMES ST SOUTH
YOUNG ST
HUGHSON
FOREST AVE
CHARLTON ST EAST
ST JOSEPH'S DR
FREEMAN PL
BULL'S LANE

2(8)(i)(k)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 August 16
File No. TEC-159-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 509 Dunsmure Road - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the north side of Dunsmure Road commencing at a point 96 feet east of Park Row North and extending to a point 19 feet easterly therefrom, and on the south side of Dunsmure Road commencing at a point 102 feet east of Park Row North and extending to a point 18 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Paul Sedgwick, 509 Dunsmure Road.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

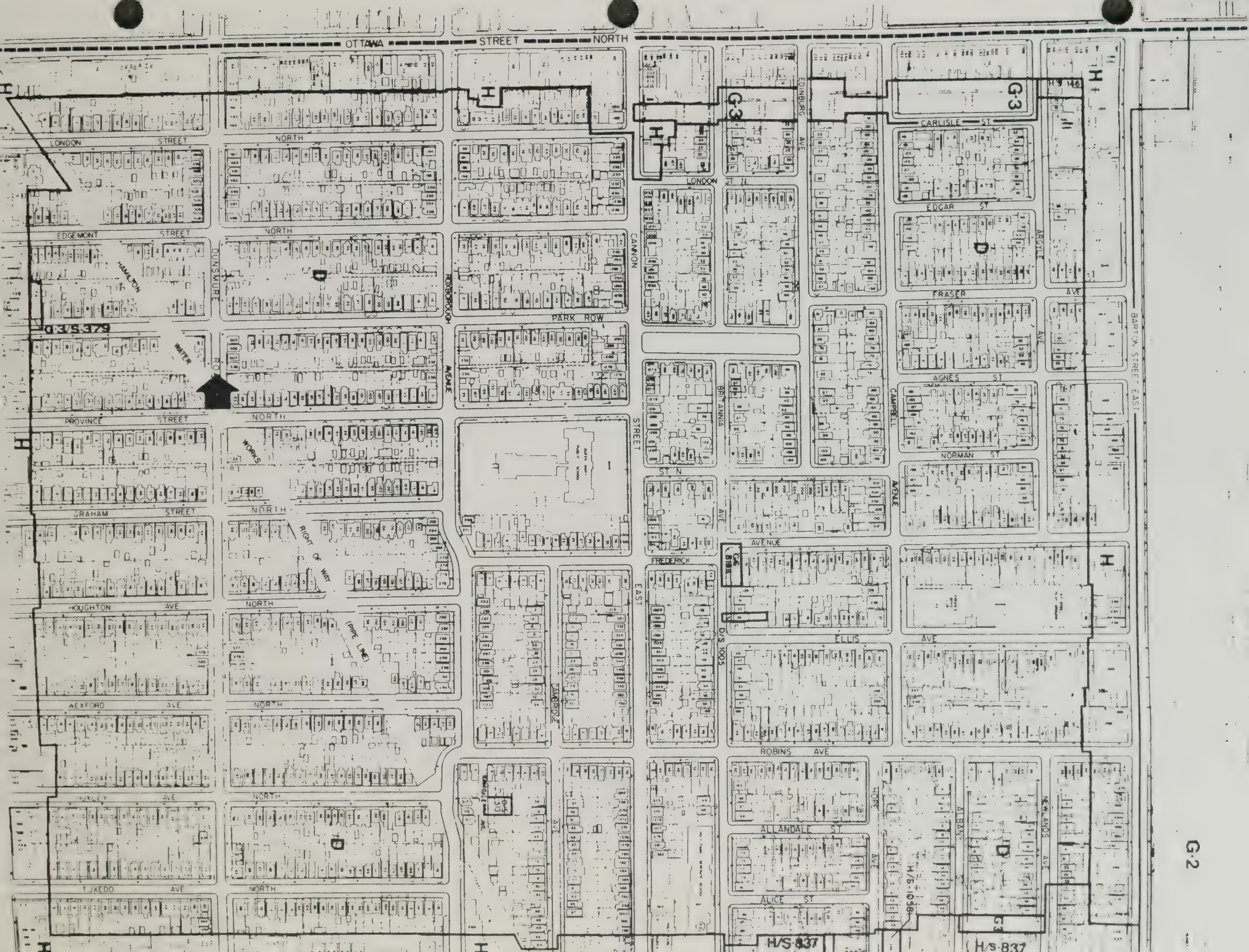
BACKGROUND:

Staff has received a request from Mr. Sedgwick, 509 Dunsmure Road, that a reserved "Permit Parking" space be designated on both sides of the street directly in front of and across from his home since he is disabled.

Dunsmure has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year round basis. Staff has been advised by Ms. Theresa Wilson, 48 Park Row North, that she supports the implementation of a reserved "Permit Parking" space adjacent to her home on Dunsmure for use by Mr. Sedgwick.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Sedgwick possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

CVB/MBH/kg


OTTAWA STREET NORTH
LONDON STREET
EDGEMONT STREET
PROVINCE STREET
GRAHAM STREET
HOUGHTON AVE
WEXFORD AVE
TUXEDO AVE
NORTH
DUNSMURE
HAMILTON
ROXBOROUGH
CANNON
PARK ROW
WATER
MAIN
WORKS
RIGHT OF WAY
TIMPE LTD
EAST
AVENUE
FREDERICK
BRITANNIA
CAMPBELL
EDINBURG
CARLISLE ST
EDGAR ST
FRASER AVE
AGNES ST
NORMAN ST
ARGYLE AVE
BARTON STREET EAST
ELLIS AVE
ROBINS AVE
ALLANDALE
ALICE ST
NEWLANDS AVE
G-3/S-379
H/S-837
H/S-1096
G-2

2(B)(i)(1)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 August 14
File No. TEC-158-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 350 Fairfield Avenue North - Request to Shorten an Existing Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the east side of Fairfield Avenue North commencing at a point 26 feet south of Vansitmart Avenue and extending to a point 40 feet southerly therefrom be shortened such that the regulation extends to a point 20 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

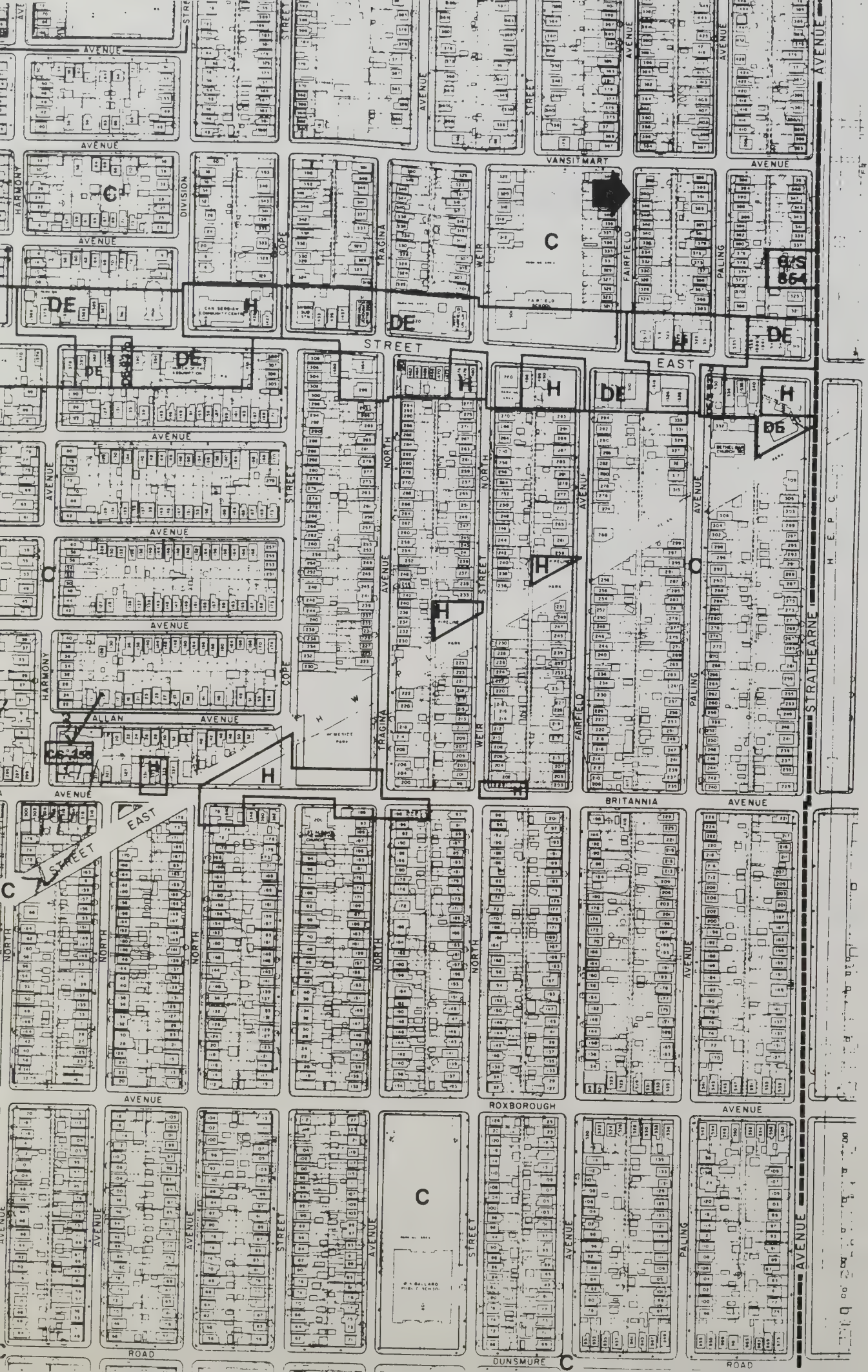
Sufficient funds are available in the 1996 budget to cover the cost of relocating the subject signs.

BACKGROUND:

Staff has received a request from Mrs. Gallagher, No. 350 Fairfield Avenue North, that the existing "Permit Parking" regulation on the east side of Fairfield in front of her home be removed since her husband has passed away. Therefore, it would be appropriate to remove the signs.

There is an existing "Permit Parking" regulation directly to the north that was implemented in conjunction with Mr. Gallagher's space for use by the resident at No. 352 Fairfield Avenue North. The space for No. 352 Fairfield Avenue North will remain. The removal of the subject regulation will restore one unrestricted on-street parking space to the east side of the street.

CVB/MBH/kg


VANSITMART
AVENUE
STREET
EAST
DE
C
H
HARMONY
DIVISION
COPE
TRAGINA
WEIR
FAIRFIELD
PALING
NORTH
ALLAN
STRATHEARNE
BRITANNIA
ROXBOROUGH
DUNSMURE
ROAD

2(B)(i)(m)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 6
File No. TEC-178-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 18 Delena Avenue South - Request for a Wheelchair Loading Zone

RECOMMENDATION:

That a "Wheelchair Loading Zone, 8:00 a.m. to 5:00 p.m., Seven Days a Week" regulation be implemented on the west side of Delena Avenue South commencing at a point 195 feet south of Main Street East and extending to a point 23 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

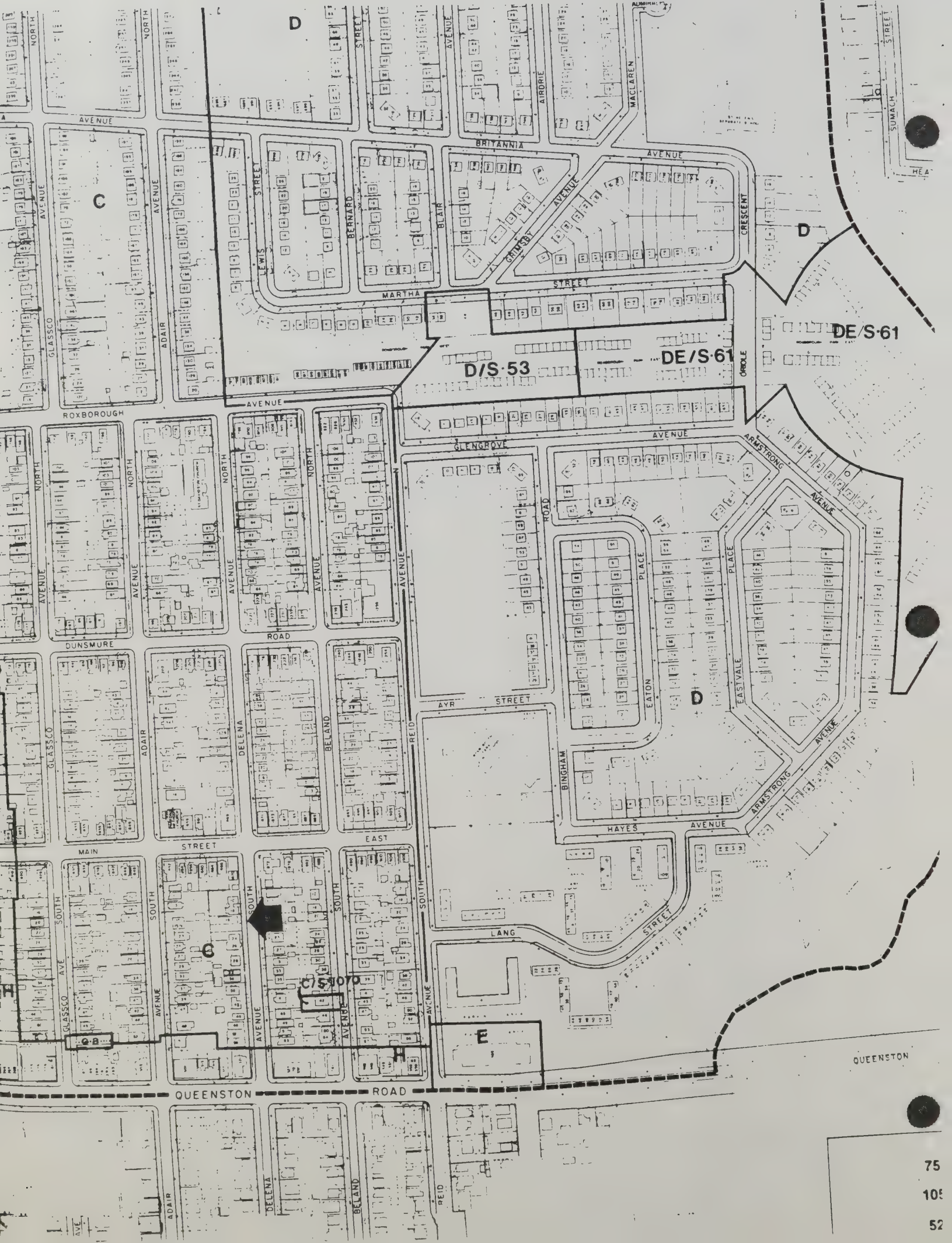
Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Adrian Soulliere, 18 Delena Avenue South, that a "Wheelchair Loading Zone, 8:00 a.m. to 5:00 p.m., Seven Days a Week" regulation be implemented on the west side of Delena directly in front of her home since her daughter is disabled and requires the use of Darts vehicles.

Delena has a 32 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. The implementation of the requested regulation would result in the loss of one legal on-street parking space directly in front of Ms. Soulliere's property during the hours of 8:00 a.m. and 5:00 p.m.. However, since virtually all residents in this area have available off-street parking and since the regulation ends at 5:00 p.m., staff does not anticipate any parking problems for area residents and concurs with the request.

CVB/MBH/klk


D
C
D
DE/S-61
D/S-53
DE/S-61
ROXBOROUGH
AVENUE
GLENGROVE
AVENUE
DUNSMURE
ROAD
AYR
STREET
HAYES
AVENUE
LANG
STREET
MAIN
STREET
EAST
QUEENSTON
ROAD
QUEENSTON
C75-1070
E
D
BRITANNIA
AVENUE
MARTHA
STREET
ROAD
PLACE
PLACE
AVENUE
AVENUE
AVENU

2(B)(i)(n)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 August 28
File No. TEC-165-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Gladstone Avenue between Main Street East and Delaware Avenue - Parking Regulations

RECOMMENDATION:

That the existing "Alternate Side Parking" regulation on Gladstone Avenue between Main Street East and Delaware Avenue be replaced with a "No Parking Anytime" regulation on the west side and a "Two Hour Parking Time Limit, 24 hours a day, Monday to Friday" regulation on the east side and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

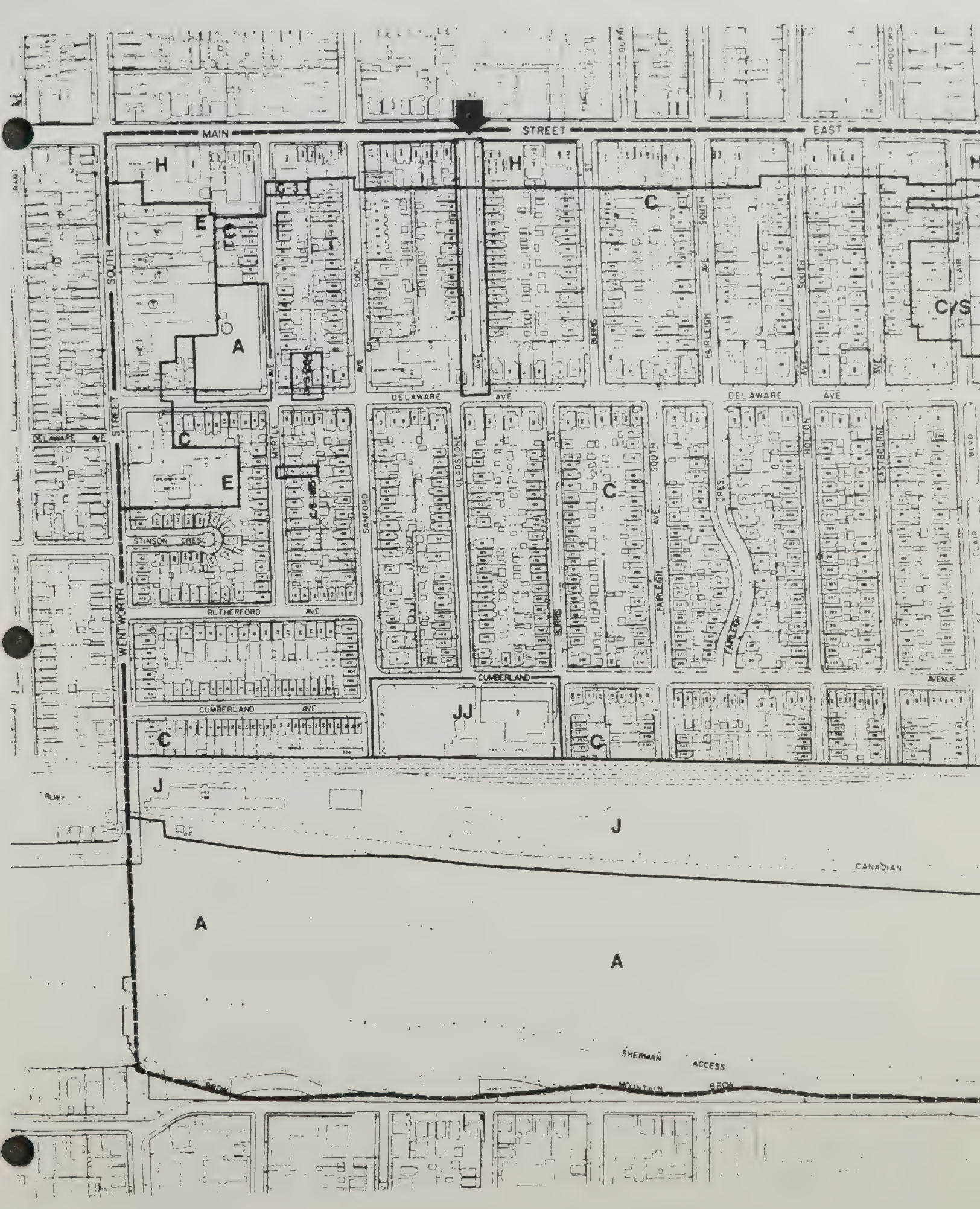
Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Alderman Don Drury has forwarded a petition signed by representatives of 25 of the 37 residential properties abutting Gladstone between Main and Delaware requesting that the existing "Alternate Side Parking" regulation be replaced with a "Two Hour Parking Time Limit, 24 hours a day, Monday to Friday" regulation on the east side and a "No Parking" regulation on the west side of the street in this block. Twenty-two of the residents who signed the petition are in favour of the requested regulation, two are opposed and one has no opinion.

Gladstone has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this block. The resident who circulated the petition has expressed concern that there are more parking spaces on the east side than there are on the west side and that there is long-term non-resident parking by customers of area businesses. An investigation has confirmed that there are 21 spaces on the west side and 29 spaces on the east side. The implementation of the requested time limit regulation would prohibit long-term non-resident parking during weekdays and abutting residents of one, two and three family dwellings may be eligible to purchase permits at a cost of $24. per permit each year to exempt their vehicles from the signed time limit regulation. Therefore, since 60 percent of the abutting residents are in favour of changing the existing regulation, staff concurs with the request.

CVB/MBH/kg


MAIN
STREET
EAST
SOUTH
STREET
WENTWORTH
DELAWARE AVE
DELAWARE AVE
STINSON CRESC
RUTHERFORD AVE
CUMBERLAND AVE
CUMBERLAND
MYRTLE AVE
SANFORD AVE
GLADSTONE AVE
BURRIS ST
FAIRLEIGH AVE SOUTH
FAIRLEIGH CRES
HOLTON AVE
EASTBOURNE BLVD
CLAIR AVE
RLWY
CANADIAN
SHERMAN ACCESS
MOUNTAIN BROW
H
E
C
A
C/S
JJ
J

2(B)(i)(o)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 5
File No. TEC-175-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Locheed Drive and Paris Avenue - Corner Clearance

RECOMMENDATION:

That a "No Parking" regulation be implemented on the west side of Locheed Drive commencing at Paris Avenue and extending to a point 90 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

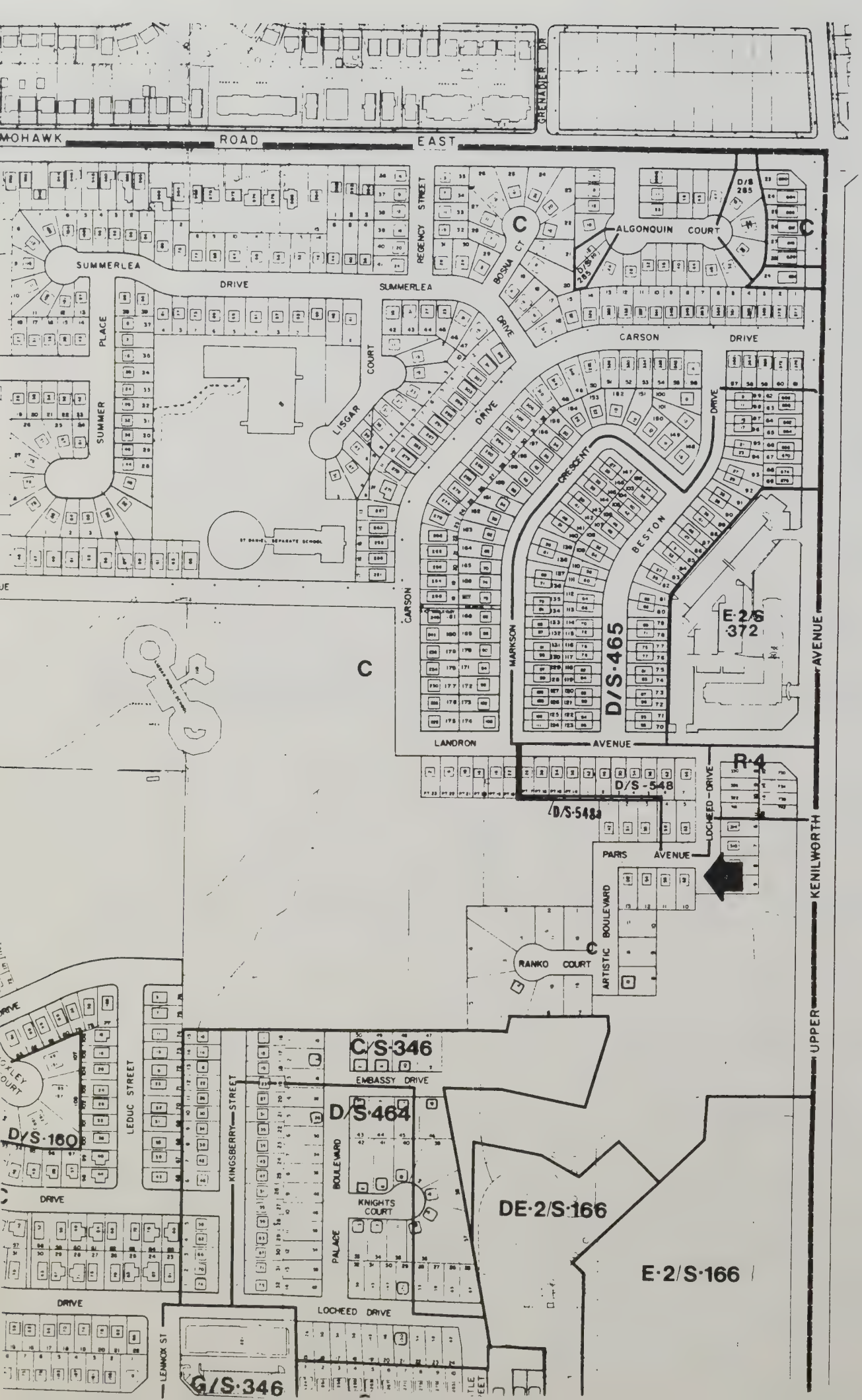
Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Tom Jackson has advised of a request that a corner clearance be implemented on the west side of Locheed, south of Paris, in order to improve visibility at the intersection.

Locheed has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. Staff has confirmed that parked vehicles on the west side of Locheed, south of Paris, do obstruct visibility to some degree, and therefore, concurs with the request for a corner clearance. Staff recently contacted Mr. Skypas, 62 Paris Avenue, whose property abuts the area of the requested regulation and he has advised that he supports the request. The implementation of this corner clearance would result in a loss of approximately three on-street parking spaces. However, since virtually all area residents have available off-street parking, staff do not anticipate any parking difficulties for area residents.

CVB/MBH/kg


MOHAWK ROAD EAST
GRENADIER DR
SUMMERLEA DRIVE
REGENCY STREET
BOSNA CT
ALGONQUIN COURT
CARSON DRIVE
SUMMER PLACE
LISGAR COURT
CRESCENT
BESTON
MARKSON
CARSON
LANDRON
AVENUE
D/S-465
E-2/S 372
R-4
D/S-548
D/S-548a
LOCHEED DRIVE
PARIS AVENUE
ARTISTIC BOULEVARD
RANKO COURT
KENILWORTH AVENUE
UPPER
C/S-346
EMBASSY DRIVE
D/S-464
KNIGHTS COURT
PALACE BOULEVARD
KINGSBERRY STREET
LEDUC STREET
D/S-160
DE-2/S-166
E-2/S-166
G/S-346
LENNOX ST

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 August 16
File No. TEC-160-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of MacNab Street North and Colbourne Street
- Intersection Control

RECOMMENDATION:

That three-way stop control be implemented at the intersection of MacNab Street North and Colbourne Street, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required sign.

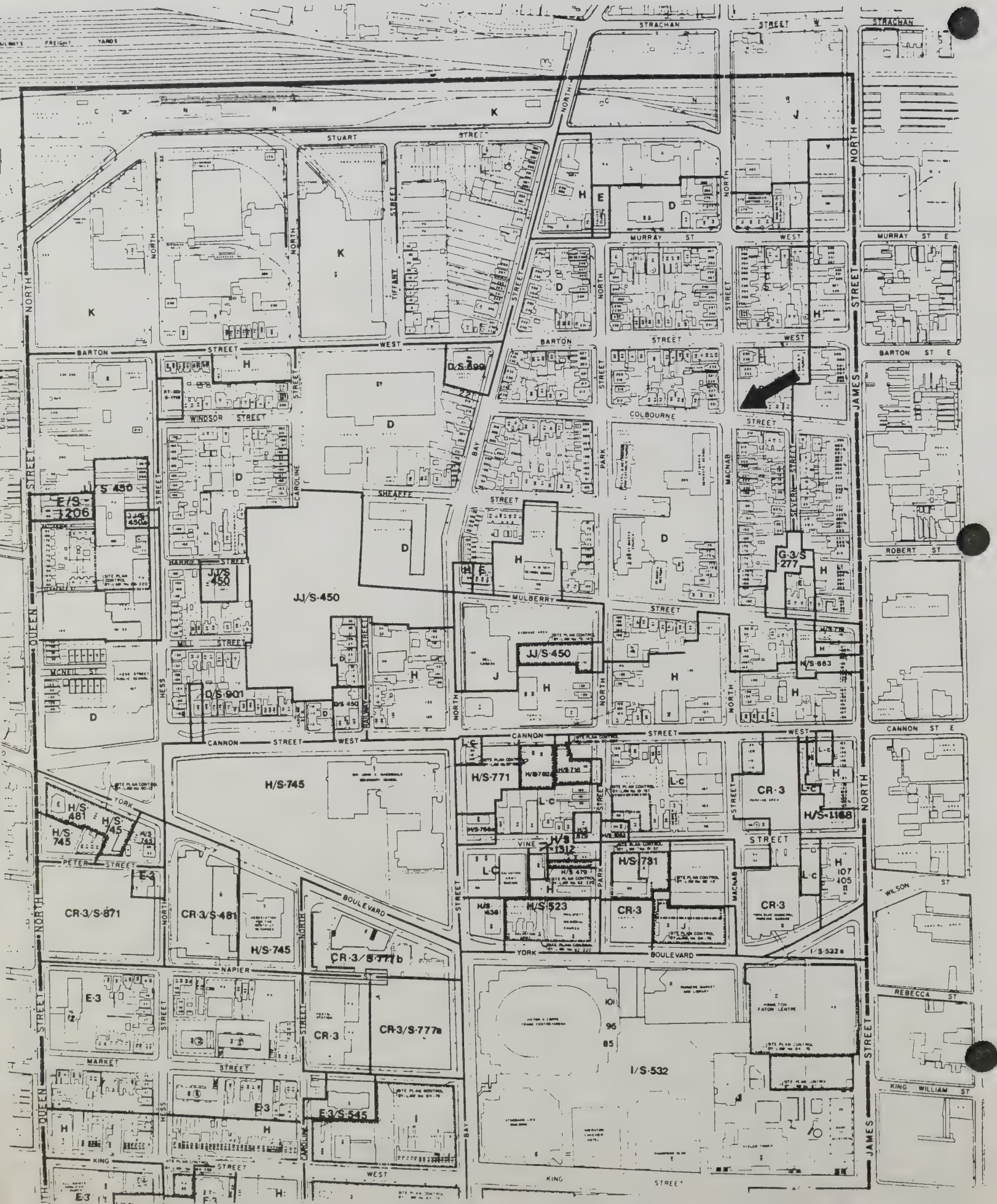
BACKGROUND:

Alderman Bill McCulloch has advised of a request from Joanne Thomas, 221 MacNab Street North, that three-way stop control be implemented at the intersection of MacNab and Colbourne. No specific concerns were mentioned regarding the operation of this intersection.

The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on Colbourne is required to stop for northbound traffic on MacNab, which is a one-way street in this area. Records indicate that there have been three reported collisions at this intersection in the past seven years. This is not an abnormal collision record for this type of intersection.

Staff has concluded that at least one of the criteria respecting the use of all-way stop control is met at this intersection due to its proximity to St. Mary's School. Therefore, staff concurs with the request.

CVB/MBH/klk


STRACHAN
STUART
MURRAY ST
BARTON
WINDSOR
SHEAFFE
COLBOURNE
MULBERRY
CANNON
HARRIS
McNEIL ST
PETER
YORK
VINE
NAPIER
MARKET
KING
ROBERT ST
WILSON ST
REBECCA ST
KING WILLIAM ST
QUEEN
JAMES
BAY
CAROLINE
HESS
MACNAB
PARK
RAILWAY
JJ/S-450
H/S-745
H/S-771
H/S-731
H/S-523
CR-3/S-871
CR-3/S-481
CR-3/S-777a
CR-3/S-777b
CR-3
E-3
E-3/S-545
I/S-532
G-3/S 277
H/S-663
H/S-1168
O/S-901
E/S 3206

2(B)(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 12
T103-03-270 V. M. Zingaro

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Proposed Road Closure: Upper Horning Road
Offer to Purchase Agreement (Highway Closure)
Part of the Upper Horning Road allowance from Upper Horning Road to Omni Boulevard and from Upper Horning Road to the South City Limits.
Frank Mulas Construction Ltd.
(R-96-46)

RECOMMENDATION:

A i) That the Commissioner of Transportation be directed to advertise and to prepare a By-Law to stop up, close and sell the road allowance of Upper Horning Road, from Upper Horning Road to Omni Boulevard and from Upper Horning Road to the South City Limits;

ii) That the Commissioner of Transportation be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 44 of the Regional Municipality Act R.S.O. 1990;

iii) That the Applicant, prepare and register a reference plan under the Registry Act; said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and that it delineate the manner in which the proposed closed portion is to be distributed to the abutting owners and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor;

iv) That the City Clerk be directed to publish a notice of City Council's intention to pass the By-law, pursuant to Section 301 of the Municipal Act, R.S.O. 1990;

Cont'd ...

Proposed Closures: Upper Horning Road

Cont'd ...

A v) That the Commissioner of Transportation be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 44 of the Regional Municipality Act;

B. That the following property be declared surplus to the requirements of the City in accordance with Realty Sales Procedural By-Law 95-049:

"Part of the Upper Horning Road allowance to be closed being Parts 2,4 and 6 on Schedule "A" attached with the Agreement and part of an unopened road allowance between Lots 54 and 55 Concession 3 in the Township of Ancaster now in the City of Hamilton designated as Part 6 on Schedule "A" attached to the Agreement".

C i) That an Offer to Purchase, (Highway Closure) duly executed by Frank Mulas Construction Limited and Mr. Peter Mercanti and scheduled to close within thirty (30) days after the completion of the conditions as set out in the Agreement, for the sale of the lands composed of Parts of Upper Horning Road to be closed being Parts 2 and 4 on Schedule "A" attached to the Agreement and Part of an unopened road allowance between Lots 54 and 55 Concession 3 in the Township of Ancaster, now in the City of Hamilton designated as Part 6 on Schedule "A" attached to the Agreement and comprising a total area of 1596.78 square metres (0.3946 Ac.) more or less, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Property Procedural By-Law No. 95-099 enacted on February 14, 1995 have been fulfilled by the City and the funds derived from this sale of $39,460.00 be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases/Sales);and,

ii) That the Mayor and City Clerk be authorized and directed to execute the necessary documents.

D That in accordance with Real Property Sales Procedural By-Law No. 95-049:

(i) satisfactory notice has been given to the public of the intended sale; and,

Cont'd ...

Proposed Closures: Upper Horning Road

Cont'd ...

(ii) no appraisal of the fair market value of the real property being sold was obtained as Highway closures and sales are exempt from the appraisal requirements of Section 193 of the Municipal Act;

(iii) The City Clerk be authorized and directed to execute (and issue) a Certificate of Compliance in the form prescribed pursuant to Section 193 of the Municipal Act.

E. M. Gill, P. Eng.
Senior Director
Roads Division

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Closure and sale will result in a revenue to the City of $39,460. In accordance with the Municipal Act, the closure is required to be advertised for four weeks prior to the passing of the By-Law.

BACKGROUND:

A request has been received from Sunshine Construction Inc. to close the road allowance of Upper Horning Road from Upper Horning Road to Omni Boulevard and Upper Horning Road from Upper Horning Road to the south City Limits. The applicant is pursuing the closure of the said road allowance to consolidate the lands and to facilitate the development of the said lands.

Cont'd ...

Proposed Closures: Upper Horning Road

Cont'd ...

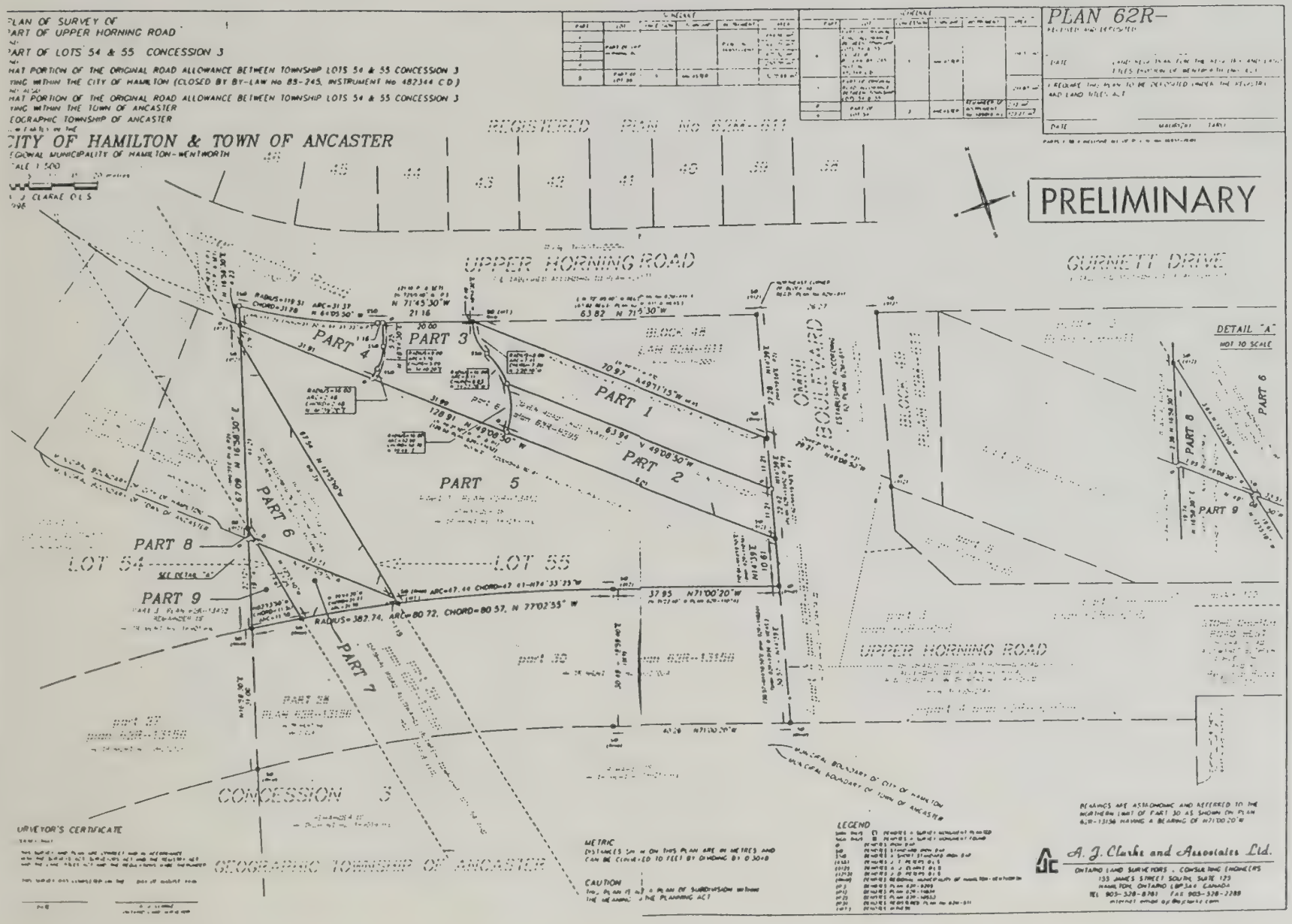
The area proposed for closure is in the block surrounded by Upper Horning Road to the north and Omni Boulevard to the east and the south City Limits to the south. Frank Mulas Construction is the abutting owner to the east of Part 6 and to the west of Parts 2 & 4 and Di Cenzo Construction is the abutting owner to the north of Part 1. The closure excludes the portion of road allowance that will become part of a court within a plan of subdivision adjacent to the south side of Part 3.

Through previous development applications, Omni Boulevard was constructed in accordance with the Neighbourhood Plan for this area. At that time, Upper Horning Road was closed. The applicant wishes now to purchase this surplus land to allow the adjacent owners to consolidate their lands and to facilitate the development of these lands.

At this time Part 1 is to be retained by the City as DiCenzo Construction is not in a position to purchase this part until the planning process for the development if its lands is further advanced.

VMZ:vmz

cc: P. Noe Johnson, City Solicitor
Attention: Jennifer Lessing
A. Zuidema, Law Department
A. Ross, Treasurer
C. Bandurka, Property Clerk, Surveys


PLAN OF SURVEY OF
PART OF UPPER HORNING ROAD
PART OF LOTS 54 & 55 CONCESSION 3
CITY OF HAMILTON & TOWN OF ANCASTER
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
PLAN 62R-
PRELIMINARY
REGISTERED PLAN NO 62M--811
UPPER HORNING ROAD
GURNETT DRIVE
CHANT BOULEVARD
PART 1
PART 2
PART 3
PART 4
PART 5
PART 6
PART 7
PART 8
PART 9
LOT 54
LOT 55
CONCESSION 3
GEOGRAPHIC TOWNSHIP OF ANCASTER
DETAIL "A"
NOT TO SCALE
SURVEYOR'S CERTIFICATE
METRIC
CAUTION
LEGEND
BEARINGS ARE ASTRONOMIC AND REFERRED TO THE NORTHERN LIMIT OF PART 30 AS SHOWN ON PLAN 62R-13136 HAVING A BEARING OF N71°00'20"W
A. J. Clarke and Associates Ltd.
ONTARIO LAND SURVEYORS . CONSULTING ENGINEERS
133 JAMES STREET SOUTH, SUITE 123
HAMILTON, ONTARIO L8P 3A6 CANADA
TEL 905-528-8761 FAX 905-528-2289

SCHEDULE "A"

2(B)(ii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 11
T103-50 (1251) V.M. Zingaro

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Encroachment Agreement,
District Heating System Pipeline for
Laidlaw Energy Technologies Limited.

(R-96-45)

RECOMMENDATION:

That the application of Laidlaw Energy Technologies Limited (470 Kenora Avenue North, Hamilton, Ontario L8E 3X8) to install an 8 inch buried pipeline on the north side of Kenora Avenue from SWARU westerly along the Brampton Street road allowance, under the Red Hill Creek, westerly on the south side of the northern half of the Brampton Street road allowance, and then north into the Sewage Treatment Plant property to enter the facility operations at the Boiler Building, be approved provided:

i) The applicant enter into an agreement in a form satisfactory to the Commissioner of Transportation, and the City Solicitor;

ii) The applicant pays a one time fee of $252.00 for processing and registration; an annual fee of 10% of 50% of the market value of the land encumbered by the service; and a fee of $3000.00 for field inspection and quality control by the Region.

iii) The applicant provides proof of $10,000,000. public liability insurance, naming the Region and the City of Hamilton as added insured parties within a provision for cross liability, saving the Region and the City of Hamilton harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;

Cont'd ...

**Encroachment Agreement,
District Heating System Pipeline for
Laidlaw Energy Technologies Limited.**

Cont'd ...

iv) That the applicant becomes an active member of the Call-BUD locate agency and that they apply for and receive all necessary permits;

v) That the applicant and/or his contractor be bonded with the Region to undertake excavation works on Regional roads;

vi) All restoration of road allowance is to be in accordance with the applicable OPS Standards.

vii) The Mayor and City Clerk be authorized to execute the City's standard form of encroachment agreement;

viii) That the appropriate By-Law be introduced and approved;

E. M. Gill, P. Eng.
Senior Director
Roads Division

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

On July 31, 1996, an application to enter into an encroachment agreement with the City of Hamilton was received from M.R. Byrne and Associates Limited agent for Laidlaw Energy Technologies Limited. M.R. Byrne has requested permission to install an 8 inch buried pipeline on the north side of Kenora Avenue from SWARU westerly along the Brampton Street road allowance, under the Red Hill Creek, westerly on the south side of the northern half of the Brampton Street road allowance, and then north into the Sewage Treatment Plant property to enter the facility operations at the Boiler Building.

Cont'd ....

Encroachment Agreement,
District Heating System Pipeline for
Laidlaw Energy Technologies Limited.

Cont'd ...

In 1992, M.R. Byrne & Associates Limited undertook a feasibility study on behalf of Laidlaw regarding the SWARU incinerator operation to determine the interest and potential for the establishment of a District Heating System (DHS). It was established that the SWARU facility is expending the excess usable low grade heat energy from unused low pressure steam . A net benefit could be realized by Laidlaw, any recipient of this heat energy and the Region if an efficient use for this excess heat energy could be found.

The feasibility study determined that the Woodward Avenue STP was one of the nearest, and most efficient potential user of this excess heat energy. The study also determined the preferred design to be the route that required the pipeline to pass under the creek and away from the Brampton Street Landfill. See Fig. 1.

Utility Comments;
Rodger's Cable have no services in this area. Hamilton Hydro-Electric System, Bell Canada and Union Gas have services in the area but have indicated there would be no conflict with this project.

Ontario Hydro Comments;
There are no underground Ontario Hydro cables along the route selected for the underground pipe route.

1. Overhead conductors are operating at 115,000 volts and a minimum distance of 10 feet must be maintained from them at all times, according to the Occupational Health and Safety Act.

2. Underground locates are to be obtained before the commencement of work.

3. Temporary tower protection must be erected prior to construction, around Tower 245 (chainage 925+643), no closer than 10 feet from any tower leg.

Design and Construction Comments;
- no objections to the project
- any difficulty with future sewer repairs/replacement may be accomodated by future design work.

Cont'd ...

**Encroachment Agreement,
District Heating System Pipeline for
Laidlaw Energy Technologies Limited.**

Cont'd ...

During construction, a contaminated soils consultant will be on site to observe the excavation activities. In addition, at the request of the Conservation Authority, a concrete collar will be placed around the pipeline near the Creek to prevent the pipeline trench from acting as a conduit for possible leachate. Disposal procedures and requirements for protecting both the environment and workers are detailed in the specification for the project.

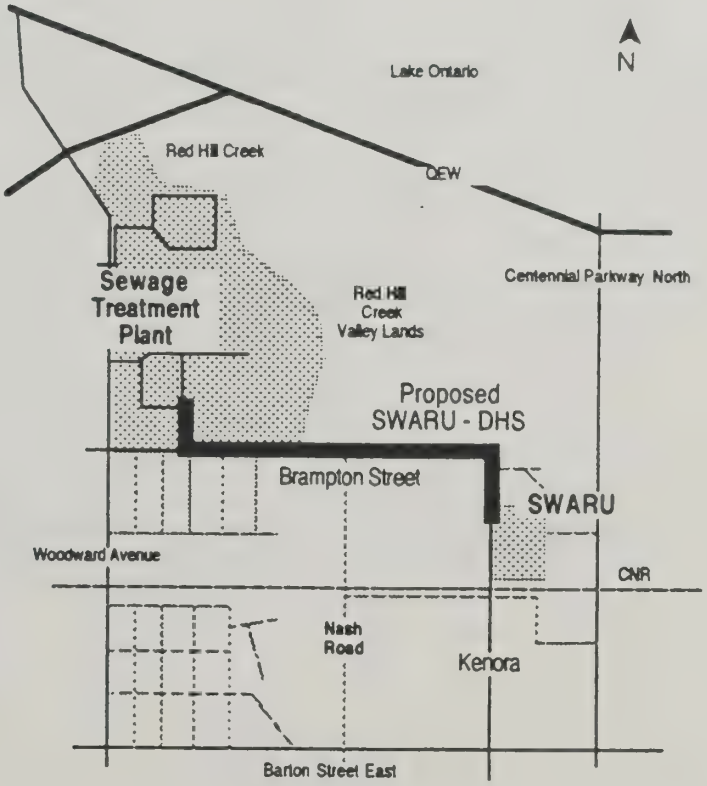
The pipeline is equiped with continuous monitoring to detect any leaks so that corrective action can be taken promptly. In addition, the signal from the low water level alarm on the compression tank can be used to shut down the pumps, minimizing water loss and potential risk to the environment and/or the public. Because the entire pipeline is underground, the potential risk to the public is very low.

The depth of the pipeline is consistent with frost consideration and the ability of the pipe to withstand vehicle vibration. A Sedimentation and Erosion Control Plan has been prepared and dewatering procedures are being developed to minimize the effects of construction on Creek Water quality.

We have reviewed the proposal by M.R. Byrne and Associates Limited as outlined in the draft Class Environmental Assessment Report dated July 24, 1996, as prepared by CHRYSALIS Environmental Research & Consulting and do not find technical reasons to object to the construction. Standard construction techniques should be sufficient to protect the interests of the Region and the City of Hamilton.

The Region's policy is that if an existing building or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee. We have reviewed this application and have no objection.

VMZ/vmz



Chrysalis Environmental Research & Consulting		
CLASS ENVIRONMENTAL ASSESSMENT	Proj. No.	CEA0696-001
SWARU - DHS Laidlaw Energy Technologies Limited	Scale	N.T.S.
	Drwn. by	D.P.K.
CITY OF HAMILTON	Appr. by	D.P.K.
	Revised	--
	Date	06/24/96
GENERAL SITE PLAN	FIGURE 1	

2(B)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 3

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: Hired Equipment Contractors During
1996 and 1997, Public Works Department

RECOMMENDATION:

That purchase orders be issued for Hired Equipment Contractors as listed on the attached Schedule A, as and when required during 1996 and 1997 in accordance with the specifications issued by the Treasury Department - Purchasing Division, and the Public Works Department, and that this expenditure be financed through various approved accounts.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The various pieces of Hired Equipment are required to perform maintenance and development services for a broad range of approved projects. The expenditures will be financed from corresponding approved accounts.

BACKGROUND:

Additional hired equipment available through the contractors listed is required to meet the Department's operational demands.

CFE/jd

SCHEDULE A

CONTRACTOR	EQUIPMENT	1996	1997
Cardi	Cat 416 XL **x 2**	$50.00	$50.00
Chastney	Case 580 E **x 2**	$53.00	$55.00
Digmore	Case 580 E	$52.00	$54.00
L & M	Case 580 SK **x 2**	$51.00	$52.00
G. F. Mason	Ford 55B extend-a-hoe	$52.00	$54.00
J.D.R.	JD 310D	$56.25	$58.25
Woytkiw	555D Ford **x 2**	$56.95	$58.95

2 (c)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 6

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: J. G. Pavelka
Chief Administrative Officer

D. W. Vyce
Director of Property

SUBJECT: Offer to Purchase (Highway Closure)
Part of the alley lying immediately north
of 95 Ferguson Avenue South - Edward Adrian and
Paul Bellemore

RECOMMENDATION:

(a) That the following property be declared surplus to the requirements of the City in accordance with Realty Sales Procedural By-law 95-049:

> "the lands composed of part of an alley lying immediately north of Lot 6, Plan 31, designated as Part 1 on Plan 62R-13138 and containing an area of 10.68 square metres (115 square feet) more or less"

(b) That an Offer to Purchase (Highway Closure), to be executed by Edward Adrian and Paul Bellemore and scheduled to close thirty (30) days after the conditions of the Offer have been fulfilled to the satisfaction of the City, being on or before the 1997 January 31, for the lands composed of part an alley lying immediately north of Lot 6, Plan 31, designated as Part 1 on Plan 62R-13138 and containing an area of 10.68 square metres (115 square feet) more or less, as shown on Schedule "A" attached to the Agreement, closed by Judge's Order dated 1996 July 26 registered as Instrument No. VM 232957 on 1996 August 13, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Property Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and the funds derived from this sale of $2, be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases (Sales)); and,

(c) That the Mayor and City Clerk be authorized and directed to execute the necessary documents; and,

(d) That in accordance with Real Property Sales Procedural By-law No. 95-049:

(i) satisfactory notice given pursuant to Section 300 of the Municipal Act (the highway sale provision);

(ii) no appraisal of the fair market value of the real property being sold was obtained as Highway (Public Alleyway) closures and sales are exempt from the appraisal requirements of Section 193 of the Municipal Act;

(iii) the City Clerk be authorized and directed to execute (and issue) a Certificate of Compliance in a form prescribed pursuant to Section 193 of the Municipal Act.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The amount of $2 derived from the sale of the closed part of the subject alleyway be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases (Sales)).

BACKGROUND:

On 1994 January 25 in adopting Item 31 of the 1st Report of the Transport and Environment Committee, City Council approved an application to close the part of the subject alleyway with the property to be sold to the abutting owners.

In compliance with Real Property Sales Procedural By-law No. 95-049, I am reporting to your Committee that:

(a) On 1994 January 25, City Council approved Item 31 of the 1st Report of the Transport and Environment Committee declaring the subject lands surplus to the requirements of the City;

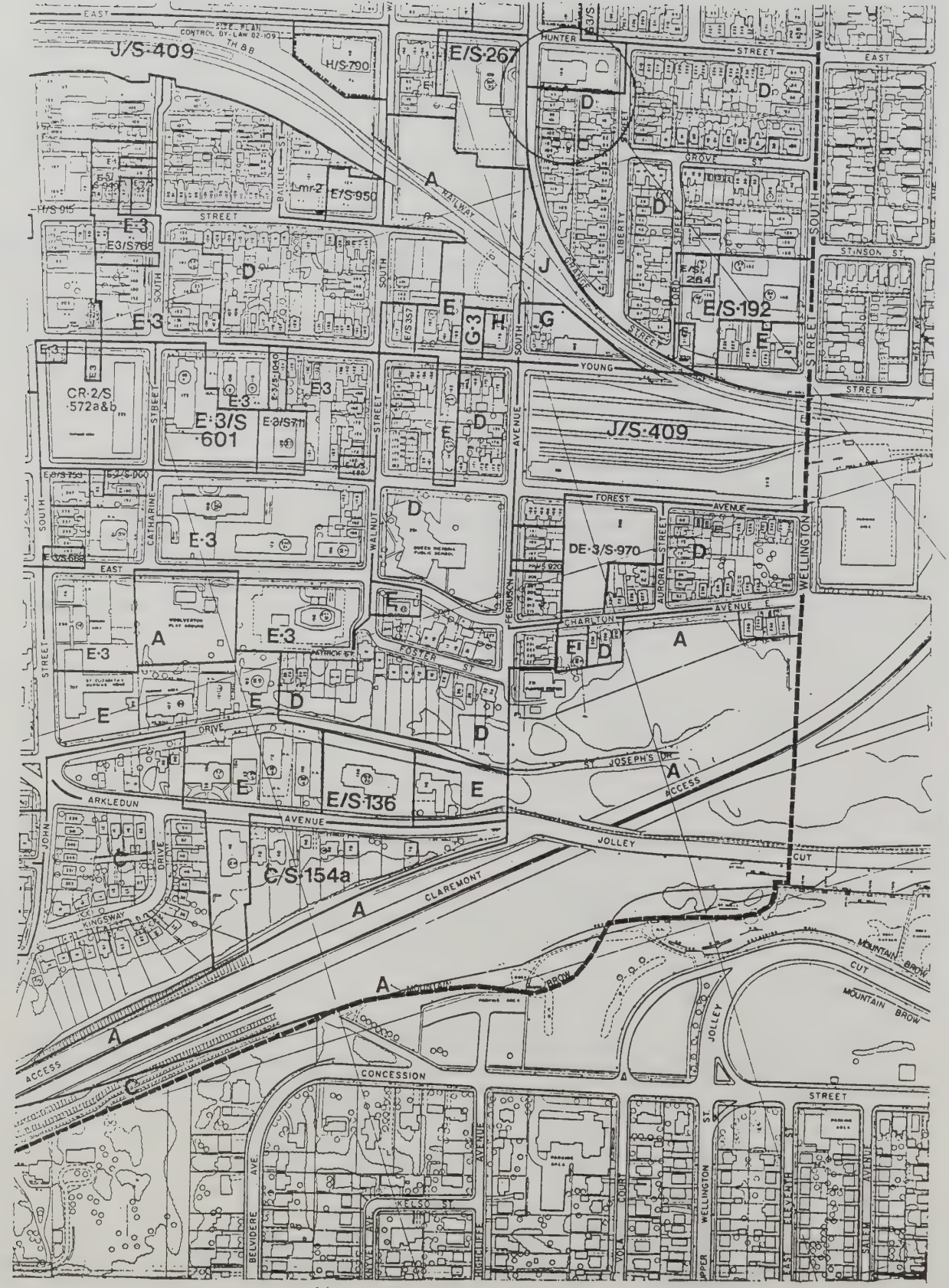
(b) that in accordance with the approved methods of Notice to the Public in Real Property Sales Procedural By-law No. 95-049, satisfactory notice given pursuant to Section 300 of the Municipal Act (the highway sale provision);

(c) no appraisal of the fair market value of the real property being sold was obtained as Highway (Public Alleyway) closures and sales are exempt from the appraisal requirements of Section 193 of the Municipal Act;

KN/nw

c.c. P. Noé Johnson, City Solicitor
Attention: Jennifer Lessing
A. Ross, Treasurer
C. Bandurka, Property Clerk, Surveys
V. Zingaro, Manager, Road Programming, Roads Department

(93C-50)


J/S-409
E/S-267
H/S-790
HUNTER STREET
EAST
WELLINGTON STREET SOUTH
GROVE ST
STINSON ST
E/S-192
E/S-264
E/S-950
E/S-357
E3/S-768
H/S-915
BAILLIE ST
LIBERTY STREET
FORD STREET
RAILWAY
YOUNG STREET
CR-2/S-572a&b
E-3/S-601
E-3/S-571
E/S-1040
E/S-1039
E/S-559
E/S-560
E/S-668
CATHARINE STREET
WALNUT STREET
FERGUSON AVENUE
FOREST AVENUE
DE-3/S-970
AURORA STREET
CHARLTON AVENUE E
FOSTER ST
DRIVE
ST JOSEPH'S DR
ACCESS
E/S-136
ARKLEDUN AVENUE
JOLLEY CUT
C/S-154a
CLAREMONT
KINGSWAY
MOUNTAIN BROW
CONCESSION STREET
BELVIDERE AVE
KELSO ST
WELLINGTON ST
Subject Alley

21 | 10 | 95

2(c)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 6

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: J. G. Pavelka, P. Eng.
Chief Administrative Officer

D. W. Vyce
Director of Property

SUBJECT: Realty Sale Procedural By-Law 95-049
Declaration of Surplus Property
Unopened section of Angela Avenue west of Scenic Drive

RECOMMENDATION:

That the unopened portion of Angela Avenue west of Scenic Drive be declared surplus to the requirements of the City in accordance with Realty Sales Procedural By-law 95-049, for the purpose of selling the property.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

By-Law 95-049 requires all City lands not exempted by Ontario Regulation 815/94 be declared surplus prior to sale. The estimated annual realty taxes expected to be generated from this property after it is developed with a single family dwelling are $3,200.

BACKGROUND:

Effective 1995 January 1, the Municipal Act was amended by the Planning and Municipal Statute Law Amendment Act requiring municipalities to enact a by-law to establish procedures for the sale of real property owned by a municipality.

On 1995 February 14 City Council adopted Item 8 of the 5th Report of the Finance and Administration Committee and enacted the Real Property Sales Procedural By-Law 95-049, Section 5(a) of this By-Law declares that "Real Property of the City shall not be sold unless it is surplus to the requirements of the City".

The subject property is the non travelled section of the Angela Avenue road allowance, 66 feet wide by 85.42 feet deep, situated on the west side of Scenic Drive between 748 and 760 Scenic Drive. The parcel is vacant, more or less level and on grade with Scenic Drive and the property to the north (#748). The single family residential property to the south (#760) is at a slightly higher elevation. The lands to the rear or west are wooded and owned by the Chedoke Health Corporation.

The property has been vacant for several decades and maintained in part, by the abutting residential property owners.

There are no underground utilities such as watermains, sewers, gas, telephone or electrical plant. The property is of no use to the City and should be sold as a building lot, which would generate revenue from the sale, development charges and future realty taxes. This is a potential "infill" lot which could be developed in conformity with surrounding neighbourhood residential properties. The City's Planning and Development Department indicated that the site would be appropriate for development as one residential lot.

The sale of the parcel will be conditional upon either the passage of a By-law to stop up, close and sell the road allowance under the Municipal Act or a Judge's Order to close and sell. An application for this purpose has been made by the Property Department to the Roads Department and is currently being processed. Accordingly, the adjacent property owners will be given the first opportunity to purchase the abutting half of the road allowance at market value. If neither owner wishes to purchase, the City will subsequently offer the closed road allowance for sale as a building lot. In the meantime City staff will apply for a Development Permit from the Niagara Escarpment Commission for a single family residential use. Staff has discussed this matter with an N.E.C. Planner.

The fact the property is within Niagara Escarpment the Development Control Area means that a minor variance to the City's zoning by-law will not be required to account for the lot area which is less than needed in the "B-1" zone.

Notice of the property being surplus was circulated to all City and Region Departments and associated boards and agencies in on 1996 August 23. There were no objections or any interest expressed by the departments, boards or agencies.

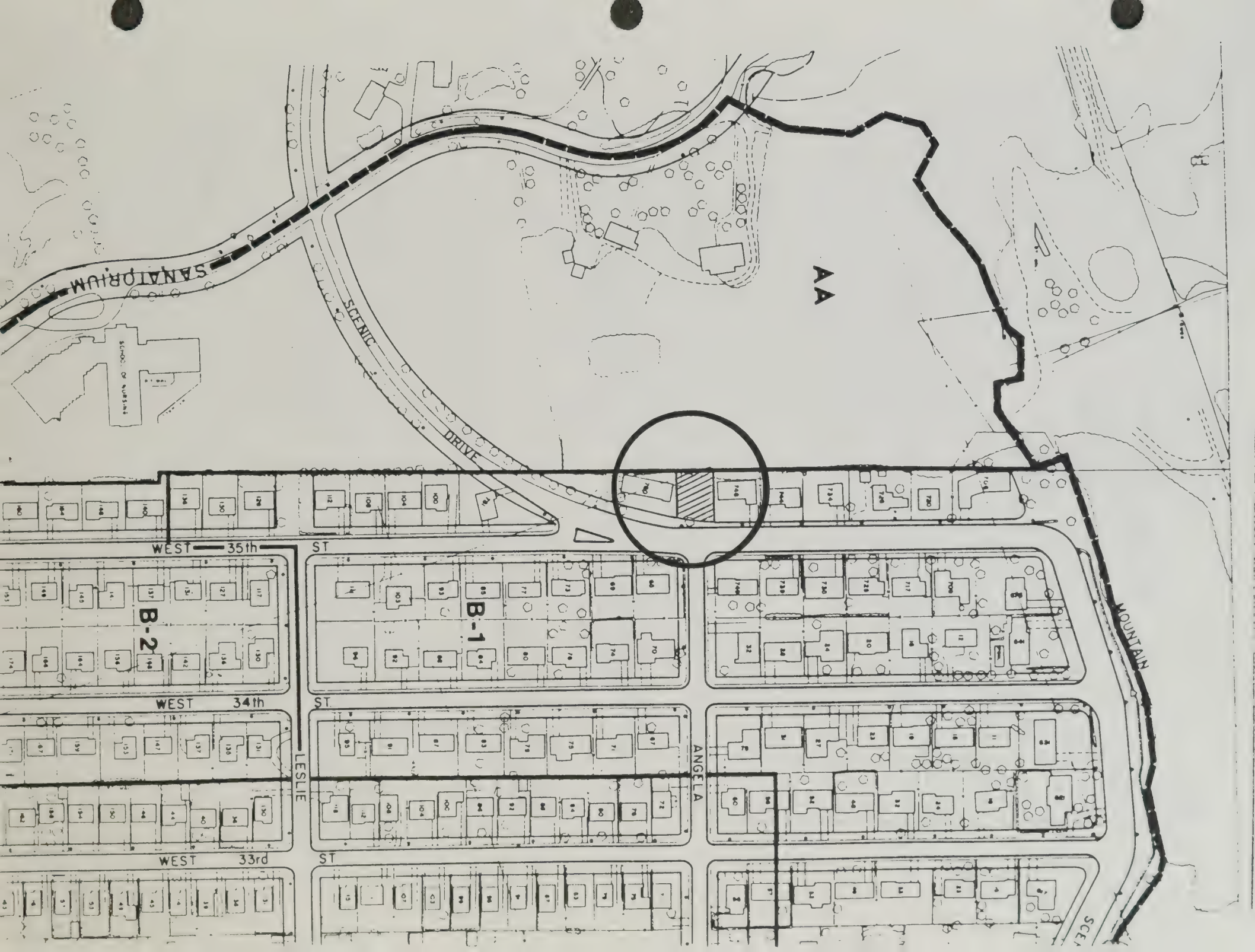
KDA/nw
c.c. P. Noé Johnson, City Solicitor, Law Department

D. Lobo, Commissioner, Department of Public Works & Traffic

J. J. Schatz, City Clerk, City Clerk's Department

L. King, Building Commissioner, Building Department

V.J. Abraham, M.C.I.P., Director, Local Planning Division


SANATORIUM
SCENIC
DRIVE
AA
WEST 35th ST
WEST 34th ST
WEST 33rd ST
B-2
B-1
LESLIE
ANGELA
MOUNTAIN

2(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 16

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

TRANSPORTATION AND ENVIRONMENT COMMITTEE

Date	From	Subject	Date Distributed
1996 August 12	Regional Municipality of Hamilton-Wentworth	Transfer Stations - Conveyor/Compactor Removal	1996 August 14
1996 August 19	Commissioner of Public Works & Traffic	Sycamore Trees on East 8th Street between Queensdale and Inverness	1996 August 19
1996 August 14	Minister of Environment and Energy	Municipal Water - Supply & Demand	1996 August 22

Kevin C. Christenson, Secretary
1996 September 16

2. **CONSENT AGENDA**

3. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

CITY ENGINEER

(a) Modification of Sidewalk/
Curb Configuration in Subdivisions - 1996

(b) Proposed Bench Advertising Agreement

4. **DIRECTOR OF PROPERTY/CHIEF ADMINISTRATIVE OFFICER**

Realty Sale Procedural By-law No. 95-094
Declaration of Surplus Property
Unopened section of Angela Avenue west of Scenic Drive
(Tabled from 1996 September 16 Committee Meeting)

5. **OTHER BUSINESS**

Correspondence - Referred to Transport and Environment Committee by City Council at it's meeting held 1996 September 24
Re. Hamilton-Wentworth's Proposed Urban Transit Area Expansion

6. **ADJOURNMENT**

Transport and Environment Committee

Outstanding Items

No.	Items	Original Date	Action	Status
1.	Easement Agreement Eaglewood Drive/Eleanor Neighbourhood	1995 February 6	Director of Property	Report Back
2.	Transfer of responsibilities from the Region to the City respecting services provided to the City through the Transport and Environment Committee	1996 April 1	Commissioner of Public Works and Traffic	Report Back
3.	Just Desserts - No. 1400 Upper James Street - Outdoor Patio	1996 June 17	Roads Department Staff	Report Back
4.	Installation of Bus Shelters in Gore Park following the installation of the Gore Park Fountain	1996 June 17	Commissioner of Traffic and Environmental Services	Report Back
5.	2:00 a.m. Parking Regulation	1996 August 19	Commissioner of Public Works and Traffic	Report Back
6.	Provincial Environmental Services Inc. - Application for a Waste Disposal Site	1996 Sept. 16	Commissioner of Public Works and Traffic	Report Back - 1996 Nov. 4

Kevin C. Christenson, Secretary

1996 September 30

CITY OF HAMILTON

- RECOMMENDATION -

1(a)

DATE: 1996 September 24
T103-03(332) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Proposed Road Closure: Cathcart Street, from Barton Street southerly to the existing chain link fence, 38.5m north of Robert Street

Proposed Alley Closure: First unassumed east/west alley south of Barton Street, from Cathcart Street easterly for 13.79m (R-96-48)

RECOMMENDATION:

A. i) That the Commissioner of Transportation be directed to prepare a By-Law to stop up, close and sell the road allowance of Cathcart Street, from 13.0m south of Barton Street, southerly to the existing chain link fence, 38.5m north of Robert Street

ii) That the Commissioner of Transportation be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 44 of the Regional Municipality Act R.S.O. 1990;

iii) That the Applicant, prepare and register a reference plan under the Registry Act; said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and that it delineate the manner in which the proposed closed portion is to be distributed to the abutting owners and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor;

iv) That the applicant provide an easement to the Region for two existing 0.91m x 1.21m box sewers in the proposed closure area;

Cont'd ...

Proposed Closures: Cathcart Street/Unassumed Alley

Cont'd ...

vii) That the City Clerk be directed to publish a notice of City Council's intention to pass the By-law, pursuant to Section 301 of the Municipal Act, R.S.O. 1990;

B. i) That the City Solicitor be authorized to make an application to a District Court Judge under Section 88 of the Registry Act, R.S.O. 1990, for an order to stop-up, close and sell the first unassumed east/west alley south of Barton Street, from Cathcart Street easterly for 13.79m;

ii) That the Commissioner of Transportation be directed to sign an affidavit setting out that no public funds have been expended on the portion of alleyway to be closed;

iii) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City of Hamilton Law Department;

iv) That the Applicant, prepare and register a reference plan under the Registry Act; said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and that it delineate the manner in which the proposed closed portion is to be distributed to the abutting owners and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor;

v) That the Commissioner of Transportation be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 44 of the Regional Municipality Act;

C. Provided the Judge's Order to close the public unassumed alleyway is granted:

i) That the Commissioner of Transportation be directed to prepare a by-law for the sale of the closed alleyway to the abutting owner;

ii) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1990, of the City's intention to pass the By-law.

Ted Gill

E. M. Gill, P. Eng.
Senior Director
Roads Division

D. Lobo

Cont'd ...

Proposed Closure: Cathcart Street/Unassumed Alley

Cont'd ...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from Hotz and Sons, an abutting property owner, to close a portion of Cathcart Street, from 13.0m south of Barton Street, southerly to the existing chain link fence 38.5m north of Robert Street and the first unassumed east/west alley south of Barton Street, from Cathcart Street easterly for 13.79m. The applicant has used the land since 1979 and is interested in pursuing closure for the purpose of land consolidation and title clarification.

The area proposed for closure is in the block surrounded by Barton Street, Wellington Street, Robert Street and Ferguson Avenue. The portion of Cathcart Street is public road allowance and the alley way is presently unassumed. Hotz and Sons is the abutting owner to the east of Cathcart Street and CN Rail is the owner on the west side of the proposed closure area. Hotz and Sons is the abutting owner on both sides of the unassumed alley.

This Department has circulated a notice of closure to the abutting property residents/owners and the affected municipal departments and the public utility companies. The results are as follows:

i) Abutting owners; Total Number Circularized - 189
In Favour - 9 Opposed - 4 No Comment - 176

ii) Municipal Departments:
Roads Department: The Region requires that the first 13.0m south of Barton Street be retained for drainage (existing catch basin) and slope protection for Barton Street.

iii) Public Utilities: No objections

The negative residential responses related to the road allowance closure on Cathcart Street only. One area resident objected to the proposed closure stating that it would incorporate the row of housing on the west side of Cathcart Street, however, the proposed closure area limit is approximately 5.0m north of the housing complex. A second resident objected stating that the proposal would negatively impact on the existing parking for the area. In this instance however, the proposal would not diminish the existing parking as the subject area proposed for closure would not encroach upon the current parking conditions. The remaining two opposition responses provided no reason for their objection.

Cont'd ...

Proposed Closure: Cathcart Street/Unassumed Alley

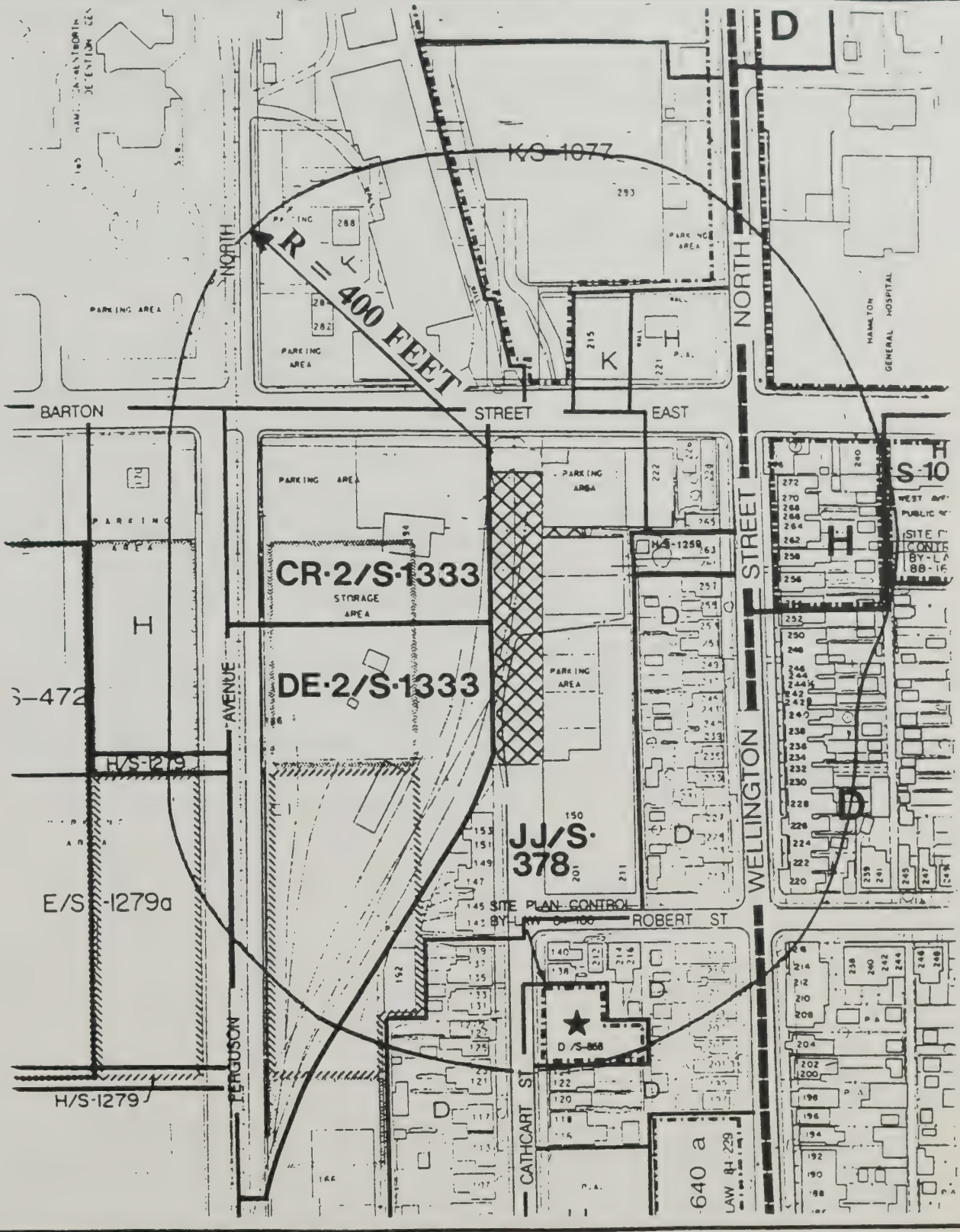
Cont'd ...

The applicant is the abutting owner on the east side of Cathcart Street and CN Rail is the owner on the west side. The applicant is the abutting owner on both sides of the east/west alley. If the application for both proposals is successful, the road allowance and the alley would be sold at fair market value to the applicant.

Should the City approve the application, the Cathcart Street closure would be closed and sold by-law. The alley closure would require a petition to a District Court Judge, and then a Judge's Order is required prior to legal closure and subsequent sale to the abutting owner. This Department can support the request for closure of both the portion of Cathcart Street and the closure of the unassumed east/west alley.

JKC:

cc: A. Zuidema, Law Department
cc: M. Watson, Property Department



LOCATION PLAN

FOR PROPOSED CLOSURE OF PART OF STREET AND PART OF PUBLIC ALLEYWAY

Regional Municipality of Hamilton-Wentworth
Transportation / Enviromental Services Group
Roads Department

Legend

PROPOSED CLOSURE OF PART OF STREET AND PART OF PUBLIC ALLEYWAY

North	Scale	Reference File No.
	Not to Scale	T103-03 (332)
	Date	
	SEPT. 13, 1995	

1(b)

CORPORATION OF THE CITY OF HAMILTON

CITY CLERK'S OFFICE

****

TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

YOUR FILE:

FROM: S. G. Hollowell
Acting City Clerk

OUR FILE:
PHONE: 546-4645

SUBJECT: **Laidlaw Energy Technologies Ltd.**
No. 470 Kenora Avenue North
Installation of a 8" Buried Pipeline

DATE: 1996 September 25

City Council at its meeting held 1996 September 24 referred back the attached Section 21 of the Twelfth Report of the Transport and Environment Committee for 1996 respecting the application of Laidlaw Energy Technologies Ltd. to install an 8 inch buried pipeline on the north side of Kenora Avenue to the Transport and Environment Committee with the following instructions:

"(a) That the issue be dealt with at the next Transport and Environment Committee meeting, 1996 September 30; and,

(b) That Representatives of Laidlaw Energy Technologies Ltd. appropriate Regional and City Staff and representation from the Ministry of Environment and Energy (MOEE) be in attendance; and,

(c) That the issue of indemnification be discussed and considered; and,

(d) That the Mayor call a special meeting of City Council to deal with this matter prior to Regional Council on 1996 October 1."

S. G. Hollowell

Sub-joined is a copy of Section 21 of the Twelfth Report of the Transport and Environment Committee for 1996 which was referred back by City Council at its meeting held 1996 September 24 to the Transport and Environment Committee.

"That the application of Laidlaw Energy Technologies Limited (No. 470 Kenora Avenue North, Hamilton) to install an 8 inch buried pipeline on the north side of Kenora Avenue from SWARU westerly along the Brampton Street road allowance, under the Red Hill Creek, westerly on the south side of the northern half of the Brampton Street road allowance, and then north into the Sewage Treatment Plant property to enter the facility operations at the Boiler Building, not be approved and not be subject to the following conditions:

(a) The applicant enter into an agreement in a form satisfactory to the Commissioner of Transportation, and the City Solicitor; and,

(b) The applicant pays a one time fee of $252 for processing and registration; an annual fee of 10% of 50% of the market value of the land encumbered by the service; and a fee of $3,000 for field inspection and quality control by the Region; and,

(c) The applicant provides proof of $10,000,000 public liability insurance, naming the Region and the City of Hamilton as added insured parties within a provision for cross liability, saving the Region and the City of Hamilton harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(d) That the applicant becomes an active member of the Call-BUD locate agency and that they apply for and receive all necessary permits; and,

(e) That the applicant and/or his contractor be bonded with the Region to undertake excavation works on Regional roads; and,

(f) All restoration of road allowance is to be in accordance with the applicable OPS Standards; and,

(g) The Mayor and City Clerk be authorized to execute the City's standard form of encroachment agreement; and,

(h) That the appropriate By-law be introduced and approved; and,

(i) That the applicant save the City of Hamilton harmless for any liability which may occur as a result of this pipeline.

Note: The above recommendation lost on a tie vote at the Transport and Environment Committee. At the direction of the Committee and in accordance with City Procedural By-law No. 95-167 Section 36 (b) it is presented as a negative recommendation."

CHRYSALIS
ENVIRONMENTAL RESEARCH & CONSULTING

760 Mohawk Road West #910
Hamilton, Ontario
L9C 6P6

Tel/FAX: 905-387-1370

Project: CEA0696-002

September 17, 1996

City of Hamilton City Hall
71 Main Street West
Hamilton, Ontario
L8N 3T4

Attention: Councillor Henry Merling,
Chairman, Transportation and Environment Committee

Dear Alderman Merling:

Decision on Encroachment Application
SWARU - DISTRICT HEATING SYSTEM - Hamilton, Ontario
Laidlaw Energy Technologies Limited

We were concerned, yesterday, to discover that the City Transportation and Environment Committee ruled yesterday to deny the Encroachment Application put forth by Laidlaw Energy Technologies Limited. It is our understanding, after much discussion with review agencies, that this project will not cause negative impacts to the Red Hill Creek or adjacent valley lands.

It should be noted that this project will help to meet the Region's Sustainable Development objectives regarding energy efficiency. It allows Laidlaw to share it's excess waste heat energy with the Woodward Avenue Sewage Treatment Plant. This facility, run by Philip Utilities, is the closest interested potential user. It is also the only single facility that can efficiently use this waste heat energy. By having these facilities work co-operatively toward energy conservation will ultimately save the Region and the taxpayer in the long term.

To date we have already received formal approvals from the following agencies:

- The Department of Public Works and Traffic recommended the project be approved,
- The Hamilton Conservation Authority,
- The Ministry of the Environment and Energy,
- The Ministry of Consumer and Commercial Relations,
- The Ministry of Natural Resources,
- The Regional Environmental Services Committee, and
- The Environmentally Sensitive Areas Impact Evaluation Group (ESAIEG).

The following agencies required no approvals from us:

- Both Hamilton and Ontario Hydro required no approvals as we were well clear of their services, and
- Fisheries Canada required no approvals from us if we went under the Creek as we would not, in their view, cause any potential harm to the local aquatic ecosystem and thereby fish stocks.

Given the above positive recommendations from agencies whose primary mandate is to see to the protection of the local environment, we are left in some confusion as to why your Committee would vote to deny the application. Particularly, since the Region has made it part of Laidlaw's contract with them to build this pipeline. Every safety measure has been taken to protect the local environment through continuous 24-hour monitoring, installing under the Creek rather than over it to protect and cause the least disruption to human and ecosystem health and by choosing piping that is triple insulated and quadruple insulated under sensitive areas such as the Creek.

We would respectfully request that this information be made available to all aldermen. We would also ask that you reconsider the motion to deny this application and speak favourably on this issue at the next City Council Meeting when it is to be brought for a vote.

If you have any questions or concerns, please do not hesitate to contact the undersigned.

Yours very truly,

Deborah Kemmler, B.A.
Environmental Planner, President

DPK/

cc. All City of Hamilton Council Members
All Region of Hamilton-Wentworth Council Members
All members of the City of Hamilton Transportation and Environment Committee
All members of the Regional Environmental Services Committee

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 11
T103-50 (1251) V.M. Zingaro

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Encroachment Agreement,
District Heating System Pipeline for
Laidlaw Energy Technologies Limited.

(R-96-45)

RECOMMENDATION:

That the application of Laidlaw Energy Technologies Limited (470 Kenora Avenue North, Hamilton, Ontario L8E 3X8) to install an 8 inch buried pipeline on the north side of Kenora Avenue from SWARU westerly along the Brampton Street road allowance, under the Red Hill Creek, westerly on the south side of the northern half of the Brampton Street road allowance, and then north into the Sewage Treatment Plant property to enter the facility operations at the Boiler Building, be approved provided:

i) The applicant enter into an agreement in a form satisfactory to the Commissioner of Transportation, and the City Solicitor;

ii) The applicant pays a one time fee of $252.00 for processing and registration; an annual fee of 10% of 50% of the market value of the land encumbered by the service; and a fee of $3000.00 for field inspection and quality control by the Region.

iii) The applicant provides proof of $10,000,000. public liability insurance, naming the Region and the City of Hamilton as added insured parties within a provision for cross liability, saving the Region and the City of Hamilton harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;

Cont'd ...

**Encroachment Agreement,
District Heating System Pipeline for
Laidlaw Energy Technologies Limited.**

Cont'd ...

iv) That the applicant becomes an active member of the Call-BUD locate agency and that they apply for and receive all necessary permits;

v) That the applicant and/or his contractor be bonded with the Region to undertake excavation works on Regional roads;

vi) All restoration of road allowance is to be in accordance with the applicable OPS Standards.

vii) The Mayor and City Clerk be authorized to execute the City's standard form of encroachment agreement;

viii) That the appropriate By-Law be introduced and approved;

E. M. Gill, P. Eng.
Senior Director
Roads Division

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

On July 31, 1996, an application to enter into an encroachment agreement with the City of Hamilton was received from M.R. Byrne and Associates Limited agent for Laidlaw Energy Technologies Limited. M.R. Byrne has requested permission to install an 8 inch buried pipeline on the north side of Kenora Avenue from SWARU westerly along the Brampton Street road allowance, under the Red Hill Creek, westerly on the south side of the northern half of the Brampton Street road allowance, and then north into the Sewage Treatment Plant property to enter the facility operations at the Boiler Building.

Cont'd ....

Encroachment Agreement,
District Heating System Pipeline for
Laidlaw Energy Technologies Limited.

Cont'd ...

In 1992, M.R. Byrne & Associates Limited undertook a feasibility study on behalf of Laidlaw regarding the SWARU incinerator operation to determine the interest and potential for the establishment of a District Heating System (DHS). It was established that the SWARU facility is expending the excess usable low grade heat energy from unused low pressure steam . A net benefit could be realized by Laidlaw, any recipient of this heat energy and the Region if an efficient use for this excess heat energy could be found.

The feasibility study determined that the Woodward Avenue STP was one of the nearest, and most efficient potential user of this excess heat energy. The study also determined the preferred design to be the route that required the pipeline to pass under the creek and away from the Brampton Street Landfill. See Fig. 1.

Utility Comments;
Rodger's Cable have no services in this area. Hamilton Hydro-Electric System, Bell Canada and Union Gas have services in the area but have indicated there would be no conflict with this project.

Ontario Hydro Comments;
There are no underground Ontario Hydro cables along the route selected for the underground pipe route.

1. Overhead conductors are operating at 115,000 volts and a minimum distance of 10 feet must be maintained from them at all times, according to the Occupational Health and Safety Act.

2. Underground locates are to be obtained before the commencement of work.

3. Temporary tower protection must be erected prior to construction, around Tower 245 (chainage 925+643), no closer than 10 feet from any tower leg.

Design and Construction Comments;
- no objections to the project
- any difficulty with future sewer repairs/replacement may be accomodated by future design work.

Cont'd ...

**Encroachment Agreement,
District Heating System Pipeline for
Laidlaw Energy Technologies Limited.**

Cont'd ...

During construction, a contaminated soils consultant will be on site to observe the excavation activities. In addition, at the request of the Conservation Authority, a concrete collar will be placed around the pipeline near the Creek to prevent the pipeline trench from acting as a conduit for possible leachate. Disposal procedures and requirements for protecting both the environment and workers are detailed in the specification for the project.

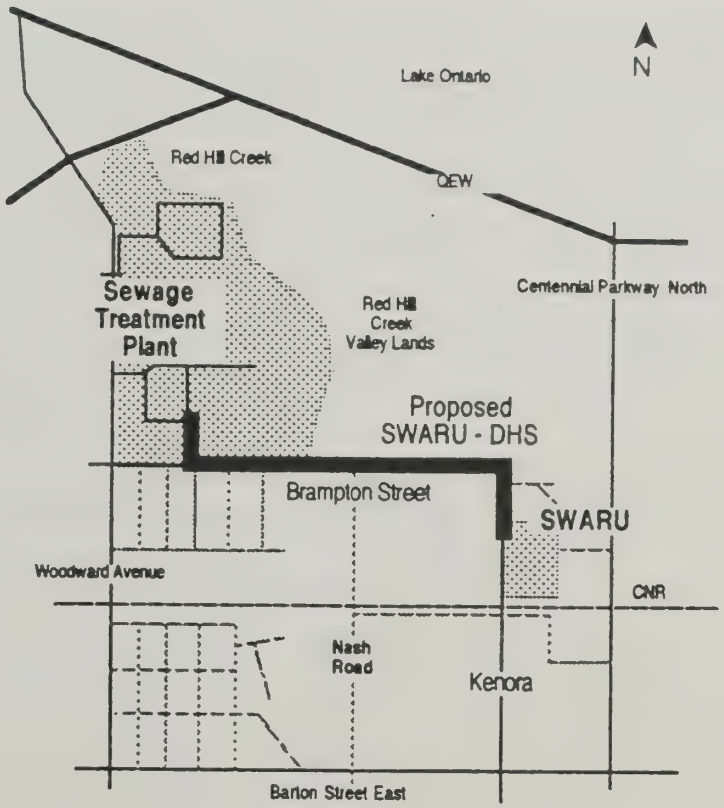
The pipeline is equiped with continuous monitoring to detect any leaks so that corrective action can be taken promptly. In addition, the signal from the low water level alarm on the compression tank can be used to shut down the pumps, minimizing water loss and potential risk to the environment and/or the public. Because the entire pipeline is underground, the potential risk to the public is very low.

The depth of the pipeline is consistent with frost consideration and the ability of the pipe to withstand vehicle vibration. A Sedimentation and Erosion Control Plan has been prepared and dewatering procedures are being developed to minimize the effects of construction on Creek Water quality.

We have reviewed the proposal by M.R. Byrne and Associates Limited as outlined in the draft Class Environmental Assessment Report dated July 24, 1996, as prepared by CHRYSALIS Environmental Research & Consulting and do not find technical reasons to object to the construction. Standard construction techniques should be sufficient to protect the interests of the Region and the City of Hamilton.

The Region's policy is that if an existing building or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee. We have reviewed this application and have no objection.

VMZ/vmz



Chrysalis Environmental Research & Consulting		
CLASS ENVIRONMENTAL ASSESSMENT	Proj. No.	CEA0696-001
SWARU - DHS Laidlaw Energy Technologies Limited	Scale	N.T.S.
	Drwn. by	D.P.K.
CITY OF HAMILTON	Appr. by	D.P.K.
	Revised	--
	Date	06/24/96
GENERAL SITE PLAN	FIGURE 1	

AXCESS (905) 522-3622

1(c)

SEPTEMBER 1996

Henkel

Henkel Canada Limited

WORKING WITH YOU

Information Hotline to Henkel: 1 800 668-6023 Ext. 302 (Free Call)

Your calls are important to us. Please leave us a detailed message and we will respond to your call as soon as we can.

MOEE & Regional Environmental Health Branch Confirm That The Odours Detected From The Henkel Site Are At Safe Levels

Last week, during Henkel's ongoing Site improvement work, odours originating from the Site, raised concerns from several neighbours. These odours are temporary and Henkel continues to monitor the air quality on the Site to ensure that the compounds in the air remain at safe levels.

The Hamilton Fire Department responded to the neighbours' concerns by taking several readings around the perimeter of the Site with a special instrument which can measure compounds in the air. They have determined that there was no risk to the neighbours from the compounds in the air.

The Ministry of the Environment and Energy (MOEE) monitored the air conditions on and around the Henkel Site with the use of its special mobile laboratory. They report that the compounds detected from the Henkel Site were many times below the Ministry's acceptable criteria. This information was verbally conveyed to the Regional Environmental Health Branch and they are satisfied that there is no health risk to the community.

As part of Henkel's overall Remedial Action Plan for the Site, we are currently constructing a Bio-remediation system which will allow us to naturally treat the soil on the Site with air and nutrients. To carry out this work, it is necessary to excavate and blend the soil with nutrients and then move the blended soil into the specially designed Bio-remediation trenches. Disturbing the soil has caused odours from materials which have been present in the soil for a number of decades. Henkel is applying a number of measures to reduce these odours, including spraying the soil with a special odour suppressant. Weather permitting, this portion of work which is causing odours, will be completed within two weeks.

Once the blended soil is placed in the Bio-remediation trenches, it will be covered and the air in the soil will be collected and treated in the existing air treatment system. The conditions in the trenches will be maintained in a manner which will naturally break down the compounds in the soil by speeding up the soil's natural restoration processes. All the work is being performed in accordance with Ontario regulations.

If you have any questions, please call us through the Hotline. You can also contact Carl Slater of the Ministry of the Environment and Energy at 521-7707, or the Environmental Health Branch of the Regional Public Health Department at 546-3570.

THANK YOU FOR YOUR PATIENCE DURING THIS ACTIVE TIME ON THE HENKEL SITE

cc: Alderman Mary Kiss / Alderman Marvin Caplan: Ward 1, City of Hamilton and the Hamilton Fire Department, Regional Environmental Health Branch, Regional Environmental Services, Ministry of the Environment and Energy, H-W Police-Central Patrol / Beat 691.

3(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 9

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

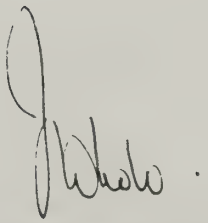
FROM: D. Lobo
Commissioner of Public Works and Traffic
Public Works and Traffic Department

SUBJECT: Modification of Sidewalk/Curb Configuration in Subdivisions -1996 (R-96-43)

RECOMMENDATION:

a) That the subdivider of Wisemount Estates Phase 6 be required to modify the approved construction plans to construct the 1.5 metre sidewalks adjacent to the curb and eliminate the 1.0 metre boulevard within this plan of subdivision.

b) That the City's share of the modification to construct the 1.5 metre sidewalks adjacent to the curb and eliminate the 1.0 metre boulevard within the plans of the subdivision of Wisemount Estates Phase 6, at an estimated cost of $6,000.00, be financed from Account Centre No. 00107 - Reserve for Services Through Unsubdivided Lands



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Costs differences between the current standard of Barrier Curb and Independent Sidewalk and the Proposed Barrier Curb and Combined Sidewalk is expected to be negligible.
The first recommendation will have no financial cost to the City.

contd...

contd...

There will be costs to the City associated with the second recommendation. In order to construct the sidewalk immediately adjacent to the curb the existing utilities will have to be relocated behind the sidewalk.

The net amount to be financed from all 1996 projects related to subdivision expenditures, including this recommendation is $202,615.96. The 1996 Capital Budget includes a provision of $1,000,000.00 for the City's share of subdivision expenditures in 1996.

BACKGROUND:

Council adopted a standard road cross section for subdivisions incorporating a 1.0 metre grassed boulevard as per the 1992 March 31 report **Mountable Curbs in Subdivisions** to the Transport and Environment Committee.

Through the receipt of a petition dated 13 November 1995 it has been brought to this Department's attention that the affected residents would prefer not to have the 1.0 metre boulevard in front of their homes. A copy of this petition received from Alderman T. Jackson is attached to this report.

These residents are particularly concerned that the inclusion of the 1.0 metre boulevard will limit, their ability to park two vehicles in tandem behind the sidewalk .

Residents of the adjacent subdivision, Wisemount Estates Phase 3, were successful in persuading City Council to require the Developer to modify the sidewalk/curb configuration as per the 1995 June 12 report **Modification of Sidewalk/Curb Configuration in Subdivisions** to the Transport and Environment Committee.

As a result, this area is now an infill section since all the surrounding areas have the sidewalk constructed adjacent to the curb. To maintain this continuity our Department concurs with the residents' desire to have the boulevard eliminated.

DATE: 1996 September 9

Modification of Sidewalk/Curb Configuration in Subdivisions -1996 (R-96-43)

contd...

The proposed sidewalk relocation will, however, require co-ordination with utilities as the hydro/street pole lines will have to be relocated from the current location. Since these are changes from the previously approved works, these costs will not be borne by the subdivider. As the sidewalks are not yet constructed, only the pole and utility relocations will increase the cost of the sidewalk relocation.

The estimated costs of these works is approximately $6,000.00 which is to be borne by the City. For the information of the Committee, in the 1995 July 28 report **Financing the City's Share of Costs in Wisemount Estates Phase 3 and Edan Heights Phase 3** to the Finance and Administration Committee the costs were financed from Centre No. 00107 - Reserves for Services Through Unsubdivided Lands.

JS

cc: Alderman T. Jackson
cc: Alderman B. Charters
cc: Susan K. Reeder, Secretary, Finance and Administration Committee
cc: A.C. Ross, City Treasury Department, Att: N. Adhya, Manager of Budgets

SEVERANCE APPLICATION
H-24,25 & 26-94
H-45,46 & 47-94
S726-171

CITY COUNCIL
HAMILTON, CANADA

Alderman Tom Jackson

71 MAIN STREET WEST L8N 3T4 • (905) 546-2730 • (905) 546-2707 • RES. (905) 383-3470 - WARD 6

J.-95-03
NOV 15 1995

2

J. Roberts. / jr.

MEMO TO: Mr. Jay Stringer,
Project Manager, Development,
Roads Department,
Transportation/Environmental Services.

FROM: Alderman Tom Jackson.

DATE: 13 November 1995.

SUBJECT: EMBASSY DRIVE - SIDEWALK EXTENSION

Please find attached a copy of a petition I received from the homeowners on Embassy against boulevards along the portion of sidewalk to be constructed in front of their homes. The homeowners are in favour of an extension of the sidewalks as they are on the already paved potion of Embassy.

This situation is similar to the one we have just experienced along Locheed Drive and I would appreciate it if you would initiate action to have this matter dealt with in the same manner in order to facilitate the residents wishes.

Thank you for you co-operation and assistance on this matter and I look forward to your response.

Tom Jackson

TJ/njb
Attch.

PETITION

WE THE UNDERSIGNED HOMEOWNERS OF EMBASSY DRIVE, HAMILTON, ONTARIO OPPOSE THE PROPOSED CONSTRUCTION OF A 1 (ONE) METRE WIDE BOULEVARD BETWEEN THE ROADWAY CURB AND SIDEWALK. THE UNANIMOUS CHOICE OF THE HOMEOWNERS IS TO CONSTRUCT A SIDEWALK ADJACENT TO THE ROADWAY CURB, SAME AS THE EXISTING SIDEWALK ON THE WESTERLY END OF EMBASSY DRIVE.

WE REQUEST THAT THE APPROPRIATE MUNICIPAL DEPARTMENTS AMEND THE AFORSAID PROPOSAL

	PRINT NAME	ADDRESS	PHONE #	SIGNATURE
#1	STAN TKACZYK	18 EMBASSY DR.	389-6630	S. Tkaczyk
#2	MIKE GALLO	22 EMBASSY DR.	385-1263	Mike Gallo
#3	Bob Ellis	26 Embassy Dr	387 0154	R. Ellis
#4	VALERY BROWN	30 EMBASSY DR.	383-6173	V. Brown
#5	[illegible]	36 Embassy	383 960[illegible]	[illegible]
#6	[illegible]	38 [illegible]	[illegible]	[illegible]
	KEN BLAKE	52 ARTISTIC BLVD.	575-3595	[illegible]

T3 Giannelli

CITY OF HAMILTON

- RECOMMENDATION -

3c 3 (b)

DATE: 1996 August 9
T103-63(A) V. Zingaro

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Proposed Bench Advertising Agreement (R-96-39)

RECOMMENDATION:

That Hamilton Bench Advertising Limited (585 Main Street East, Hamilton, L8M lJ4) be permitted to place advertising benches on City Road Allowances for a ten year period, with revenue to the City of Hamilton, credited to Unclassified Revenue Account Centre 75001 for the following amounts exclusive of GST:

The greater of:
i) An annual fee of $70.00 per advertising face per year or
ii) 5% of the advertising revenue per year

subject to the following conditions:

a) That an Agreement be entered into between the City of Hamilton and Hamilton Bench Advertising Limited in a form satisfactory to the City Solicitor.

b) That the applicant provide an alphabetical street name inventory, defining where all benches are placed on the road allowance.

c) That the applicant provide, at the time of each annual payment, a map indicating the location of each bench.

d) That the applicant provide $5,000,000 public liability insurance, naming the City as an added insured party, and saving the City harmless from all action, interests, claims, demands, costs, damages, expenses, and loss.

e) That the Mayor, City Clerk and Treasurer be authorized and directed to execute the Agreement on behalf of the City.

f) That no benches with advertising be placed in the City of Hamilton's "Downtown Area" bounded by and including Main Street and Wilson Street, and Bay Street and Wellington Street; however such restriction shall not apply to benches for charitable

organizations or for benches without advertising.

g) That no benches with advertising be placed at bus stops with transit shelters where advertising is on the transit shelter; however such restriction shall not apply to benches for charitable organizations or for benches without advertising.

h) That the applicant be permitted to install a maximum of 500 large benches with advertising faces and 500 small benches with no advertising at locations determined by the following criteria:

i) No bench shall be placed in such a manner as to obstruct pedestrian traffic and in no case shall it be placed on a sidewalk having a width of 2.0m or less.
ii) No bench shall be placed within 6.0m of any fire hydrant.
iii) No bench shall be placed so as to interfere with or obstruct any street maintenance operation, and in no case shall a bench be within 11.0m of a bus stop during the months of December to April inclusive.
iv) Benches shall not be installed until prior approval of each bench location is received from the Commissioner of Transportation (Region), and in all commercial areas, benches shall not be installed without first obtaining the approval of the Neighbourhood Business Association. All benches shall be maintained to the satisfaction of the Commissioner of Transportation (Region).

i) The Applicant shall make available to the City 5% of the benches for local service organizations who will be responsible for the cost of the artwork only.

for E. M. Gill, P. Eng.
Senior Director
Roads Division

D. Lobo
Commissioner
Public Works and Traffic

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendations"

BACKGROUND:

The City of Hamilton has held previous bench advertising agreements, since 1987 with Hamilton Bench Advertising. In 1990, the Regional Roads Department advertised for bids on a contract to place benches on City/Regional road allowances. Hamilton Bench Advertising Limited was the only company to bid on the contract, and they bid only on the option as

described below.

This option required the following:

A i) Bench Type: Current benches with large advertising.
Location a) in commercial and industrial districts
b) public places - facing out to the street

ii) Bench Type: Benches with discreet advertising in the form of a plaque (e.g. this bench donated by ...).
Location: a) residential neighbourhood
b) facing designated architectural and/or historical structures

iii) Bench Type: No advertising
Location: a) facing into parks

B That for every 6 benches with advertising, 2 benches with no advertising must be supplied.

Hamilton Bench Advertising has approached the City/Region for the purpose of renewing the past bench advertising agreement as stated above with the exception of the type of bench that they wish to use. Hamilton Bench Advertising has been working successfully with a new Streetscaping program in other municipalities for several years and is the only major bench supplier in Ontario. The versatility of the new modular units allows them to be arranged to fit almost any site. As well these new units are attractive streetscaping and durable to stand up to a hostile environment.

In 1995, as a test project, the Hamilton Bench Advertising Company installed the newer modular (Plastic)/waste receptical/bench and advertising panel on the north side of King St. W., 29 metres west of the west curbline of James St.. The modules are bolted to the sidewalk. The City/Region received drawings of the modules and details of their assembly. The purpose of this test installation was to evaluate the esthetics and functionality of these new modular bench units.

The trial bench located at King and James Streets has been positively received by HSR customers and staff is not aware of any problems with the bench design or materials. HSR has also requested that the bench installation agreement be amended to include all area municipalities, since they receive requests from customers using suburban bus routes. Consequently HSR has expressed interest to continue the co-operative association with Hamilton Bench Advertising so as to expedite the introduction of these new "next generation" of recycled plastic advertising and non-advertising benches and to add them to the inventory of benches permitted on City Roads in the City of Hamilton at suitably located bus stops.

Proposed Bench Agreement
Cont'd ....

Garbage Collection

Regional staff discussed with the Public Works and Traffic Department and HSR the topic of garbage collection from the benches that will have a garbage receptacle. Public Works stated that if the benches were located on their existing garbage collection routes they would do the collection at no cost to the City/Region. Furthermore, HSR would arrange for the garbage collection at transit shelters that are not on the Public Works collection routes.

Hamilton Bench Advertising has requested the renewal of the existing contract for a period of ten years instead of the four years used previously. This longer period for the agreement is to justify their investment and allow a realistic period for the payback period to occur. The previous agreement with minor revisions is acceptable to Hamilton Bench Advertising.
The Applicant agrees to make available to the Region 5% of the benches for local service organizations who will be responsible for the cost of the artwork only.

Hamilton Bench Advertising Limited has had the bench contract with the City of Hamilton and the Region for the past 7 years and we have found them to be most co-operative in all aspects of the bench program. In summary our working relationship with the Hamilton Bench Advertising Limited has been satisfactory and we recommend them as the contractor to place the new modular/plastic advertising benches on City Road Allowances.

VMZ:vmz

cc: R. Morrow, Mayor
cc: A. Ross, Treasurer
cc: J. Schatz, City Clerk
cc: B. O'Brien, Director Transportation Services, HSR
cc: D. Lobo, Commissioner Public Works and Traffic

4.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 6

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: J. G. Pavelka, P. Eng.
Chief Administrative Officer

D. W. Vyce
Director of Property

SUBJECT: Realty Sale Procedural By-Law 95-049
Declaration of Surplus Property
Unopened section of Angela Avenue west of Scenic Drive

RECOMMENDATION:

That the unopened portion of Angela Avenue west of Scenic Drive be declared surplus to the requirements of the City in accordance with Realty Sales Procedural By-law 95-049, for the purpose of selling the property.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

By-Law 95-049 requires all City lands not exempted by Ontario Regulation 815/94 be declared surplus prior to sale. The estimated annual realty taxes expected to be generated from this property after it is developed with a single family dwelling are $3,200.

BACKGROUND:

Effective 1995 January 1, the Municipal Act was amended by the Planning and Municipal Statute Law Amendment Act requiring municipalities to enact a by-law to establish procedures for the sale of real property owned by a municipality.

On 1995 February 14 City Council adopted Item 8 of the 5th Report of the Finance and Administration Committee and enacted the Real Property Sales Procedural By-Law 95-049, Section 5(a) of this By-Law declares that "Real Property of the City shall not be sold unless it is surplus to the requirements of the City".

The subject property is the non travelled section of the Angela Avenue road allowance, 66 feet wide by 85.42 feet deep, situated on the west side of Scenic Drive between 748 and 760 Scenic Drive. The parcel is vacant, more or less level and on grade with Scenic Drive and the property to the north (#748). The single family residential property to the south (#760) is at a slightly higher elevation. The lands to the rear or west are wooded and owned by the Chedoke Health Corporation.

The property has been vacant for several decades and maintained in part, by the abutting residential property owners.

There are no underground utilities such as watermains, sewers, gas, telephone or electrical plant. The property is of no use to the City and should be sold as a building lot, which would generate revenue from the sale, development charges and future realty taxes. This is a potential "infill" lot which could be developed in conformity with surrounding neighbourhood residential properties. The City's Planning and Development Department indicated that the site would be appropriate for development as one residential lot.

The sale of the parcel will be conditional upon either the passage of a By-law to stop up, close and sell the road allowance under the Municipal Act or a Judge's Order to close and sell. An application for this purpose has been made by the Property Department to the Roads Department and is currently being processed. Accordingly, the adjacent property owners will be given the first opportunity to purchase the abutting half of the road allowance at market value. If neither owner wishes to purchase, the City will subsequently offer the closed road allowance for sale as a building lot. In the meantime City staff will apply for a Development Permit from the Niagara Escarpment Commission for a single family residential use. Staff has discussed this matter with an N.E.C. Planner.

The fact the property is within Niagara Escarpment the Development Control Area means that a minor variance to the City's zoning by-law will not be required to account for the lot area which is less than needed in the "B-1" zone.

Notice of the property being surplus was circulated to all City and Region Departments and associated boards and agencies in on 1996 August 23. There were no objections or any interest expressed by the departments, boards or agencies.

KDA/nw

c.c. P. Noé Johnson, City Solicitor, Law Department

D. Lobo, Commissioner, Department of Public Works & Traffic

J. J. Schatz, City Clerk, City Clerk's Department

L. King, Building Commissioner, Building Department

V.J. Abraham, M.C.I.P., Director, Local Planning Division


MOUNTAIN
AA
ANGELA
B-1
B-2
SCENIC DRIVE
SANATORIUM
SCHOOL OF NURSING
LESLIE
WEST 35th
WEST 34th
WEST 33rd
ST
ST
ST

5.

CORPORATION OF THE CITY OF HAMILTON

CITY CLERK'S OFFICE

****

TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

YOUR FILE:

FROM: S. G. Hollowell
Acting City Clerk

OUR FILE:
PHONE: 546-4645

SUBJECT: **Resolution Respecting the Region of Hamilton-Wentworth's Proposed Urban Transit Area Expansion**

DATE: 1996 September 25

City Council at its meeting held 1996 September 24 referred the attached correspondence and resolution from the City of Stoney Creek respecting the Region of Hamilton-Wentworth's Proposed Urban Transit Area Expansion to the Transport and Environment Committee.

S. G. Hollowell

SGH/mjw

Attachment

The City of Stoney Creek

September 3, 1996

The Honourable Al Palladini
Minister of Transportation
3rd Floor, Ferguson Block
77 Wellesley Street West
Toronto ON M7A 1Z8

Re: Resolution Respecting the Region of Hamilton-Wentworth's Proposed Urban Transit Area Expansion

The Council of the Corporation of the City of Stoney Creek, at its meeting held August 27, 1996, adopted Resolution No. 18 - 6, objecting to the Region of Hamilton-Wentworth's proposed Urban Transit Area Expansion. In addition, the City of Stoney Creek is seeking permission to establish its own transportation network.

Your consideration and support of this important matter will be appreciated.

A copy of said resolution is attached for your information.

fb Rose Caterini, B. of Comm., AMCT
City Clerk

lb

Enclosures

Copy to:

Honourable Al Leach, Minister of Municipal Affairs and Housing
Ed Doyle, MPP-Wentworth East
Robert Prowse, Regional Clerk
Municipalities in the Hamilton-Wentworth Region

THE CORPORATION OF THE CITY OF STONEY CREEK

RESOLUTION No. 18-6

SESSION August 27, 1996

MOVED BY Councillor Maria Pearson

SECONDED BY Councillor John Santarelli

WHEREAS under the Regional Municipality of Hamilton-Wentworth Act the Region has exclusive authority to finance, operate and control public transit services under a designated Urban Transit Area Expansion, presently Hamilton boundaries, and

WHEREAS Regional Council has approved a proposal to expand the Region's Urban Transit Area Expansion to include outlying areas and to increase the costs to the municipality to 1.6 million dollars, and

WHEREAS the City of Stoney Creek does not support such expansion with no control by the municipality as currently exists, and

WHEREAS it has not been fully publicized to the public but it has been presented to committee that under the proposal there is a qualifier which could reduce service on any route which did not recover 30% of the marginal costs, and

WHEREAS City staff reviewed the proposal and advised that in essence the proposal would ultimately increase transit cost to those Stoney Creek ratepayers within the proposed Urban Transit Area Expansion by more that 100%, and

WHEREAS the current system allows the local council to decide what it can afford with due regard to the needs of the ratepayers based on available and projected ridership data, and

WHEREAS City staff reviewed the proposal and advised that in essence the proposal would ultimately increase transit cost to those Stoney Creek ratepayers within the proposed Urban Transit Area Expansion by more that 100%, and

NOW THEREFORE BE IT RESOLVED

The City of Stoney Creek pursuant to Sec. 38(2) of the Regional Municipality of Hamilton-Wentworth Act make representation to the Minister of Transportation to object to the proposed expansion and to seek permission to establish its own transportation network and further that this resolution of Council be forwarded to the Regional Clerk, the Clerks of the area municipalities, the Minister of Transportation, local MPP Ed Doyle, and Minister of Municipal Affairs.

Anne Bain
Mayor

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1996 September 30
9:30 o'clock a.m.
Room 233, City Hall

AGENDA

A. ADOPTION OF THE MINUTES

Adoption of the Minutes of the Transport and Environment Committee Meeting held 1996 September 16

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. **Parking Regulations**

(a) Intersection of Morley Street and Lampton Place - Corner Clearance

(b) Tisdale Street North between King William Street and Wilson Street

(c) No. 321 West 2nd Street
Request to Rescind the By-law Entry for a
Wheelchair Loading Zone

(d) Intersection of Warren Avenue and Wingate Place - Corner Clearance

(e) No. 37 Francis Street
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

(f) South side of Augusta Street, east of John Street South
Request for a Commercial Vehicle Loading Zone

(g) No. 14 Kinnell Street
Request for a Reserved "Permit Parking" Space
for a Disabled resident

(h) No. 61 William Street
Request to Remove a Reserved "Permit
Parking" Space for a Disabled Resident

(i) No. 198 Balsam Avenue South
Request for a Reserved "Permit
Parking" Space for a Disabled Resident

(j) East 36th Street between Crockett Street and Munn Street

(k) Robert Street between West Avenue North and Victoria Avenue North

(l) Hillview Street between Ainslie Avenue and the southerly end

ii. **Intersection Control**

(a) Intersections of Norfolk Street South, Thorndale Street South and Hollywood Street South with Glenmount Avenue

(b) Intersections of Muir Avenue and Banff Drive
and Michael Avenue and Palmer Road

iii. **Miscellaneous**

(a) Application to lease a portion of the south boulevard of Munroe Street adjacent to Waterjet Machining Inc., No. 44 Munroe Street

(b) Bettina Avenue and Lawrence Road
Assignment of a School Crossing Guard

(c) Wheelchair Loading Zone on London Street South
adjacent to St. John School

(iv) **CITY ENGINEER**

(a) To Incorporate certain City land into various streets by By-laws

(b) 1996 Servicing Expenditures Related to Subdivisions

(c) Encroachment Agreement - 20 West Avenue North

C. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

Monday, 1996 September 16
9:30 o'clock a.m.
Room 233, City Hall

2(A)

The Transport and Environment Committee met.

There were present:

Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Mayor R. M. Morrow
Alderman M. Kiss
Alderman B. Morelli
Alderman G. Copps
Alderman C. Collins
Alderman T. Jackson
Alderman F. D'Amico

Also present:

Alderman M. Caplan
Alderman T. Anderson
Ms. B. Price, Hamilton Safety Council
Ms. G. Christmas, Board of Education
Mr. E. Gera, Roman Catholic Separate School Board
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. D. Lobo, Commissioner of Public Works and Traffic
Mr. C. Firth-Eagland, Public Works and Traffic Department
Mr. M. Hazell, Public Works and Traffic Department
Mr. R. Meiers, Public Works and Traffic Department
Mr. D. Powers, Law Department
Mr. M. Watson, Property Department
Mr. T. Gill, Roads Department
Mr. G. Aston, Roads Department
Mr. V. Terluk, Environment Department
Mr. D. Cuming, 309 Jackson Street West
Mr. A. Aylward, 287 Jackson Street West
Ms. A. Lipton, Pearl Street
Mr. S. Urchart, Jackson Street
Mr. P. Tice, Lawyer
Ms. P. Monger, 139 Glenfern Avenue
Dr. R. Pudritz, 139 Glenfern Avenue
Ms. M. Lechenby, 84 Amelia Street
Mr. J. Fyshe, 123 Amelia Street
Mr. C. Keenan, East 36 Street
Mr. Alexander, 1 East 36 Street
Mr. Turner, East 36 Street
Mr. M. Lewis, Lawyer
Mr. J. Agus, Frid Street
Mr. S. Savlin, Frid Street
Mr. K. C. Christenson, Secretary

1. **DELEGATIONS**

(a) **Proposed Alleyway Closure**
Glenfern Avenue to Amelia Street

The Committee was in receipt of a report dated 1996 September 6 from the Senior Director, Road Division as well as various items of correspondence respecting the subject matter.

Mr. Tice, Dr. Pudritz and Ms. Monger appeared before the Committee in support of the application to close the alleyway between Glenfern Avenue and Amelia Street.

Mr. Fyshe and Ms. Lechenby appeared before the Committee in opposition to the closure.

Following considerable discussion, the Committee agreed to approve the recommendation as it would simply permit the issue to be advertised in the newspaper and further agreed that staff should meet with the area residents to determine if a compromise can be worked out on this matter.

Subsequently, the Committee approved the following recommendation:

(a) (i) That the Commissioner of Transportation be directed to prepare a By-law to stop-up, close and sell to the abutting owners the closed highway (north/south assumed alleyway) as established on Registered Plan 272; and,

(ii) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1990, of the City's intention to pass the By-law; and,

(iii) That the applicant register a reference plan under The Registry Act, the said plan be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, to delineate the manner in which the closed portion is to be distributed among the abutting owners, and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor; and,

(iv) That the Commissioner of Transportation be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act; and,

(v) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owner; and,

(vi) That the applicant provide an easement in favour of the Region for the existing 750mm combined sewer in the subject alleyway; and,

(vii) That the applicant provide an easement in favour of Bell Canada for an existing plant in the subject alleyway; and,

(b) (i) That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of The Registry Act, R.S.O. 1980, for an order to stop-up and close the east/west (unassumed) alleyway from the west limit of the north/south alleyway to approximately 41 feet to the east as shown as Part Lots 34 and 35 on Registered Plan No. 275; and,

(ii) That the Commissioner of Transportation be directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed; and,

(iii) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court; and,

(iv) That the Commissioner of Transportation be authorized to register a reference plan under The Registry Act, to delineate the manner in which the closed portion is to be distributed; and,

(v) That the Commissioner of Transportation be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act; and,

(vi) That the Director of Property be authorized to proceed with the disposition of the subject lands; and,

Provided the Judge's Order to close the highway is granted:

(vii) That the City Solicitor be directed to prepare a by-law for the sale of the closed highway; and,

(viii) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of the City's intention to pass the by-law; and,

(c) That the Senior Director of Roads meet with effected area residents in an attempt to mediate and determine a possible solution to the alley closure/access issue satisfactory to both parties.

(b) **Intersection of Jackson Street West and Pearl Street**

The Committee was in receipt of a report dated 1996 July 29 from the Commissioner of Public Works and Traffic.

Mr. Aylward, Ms. Lipton and Mr. Urchart appeared before the Committee in support of the installation of a four way stop at the intersection of Jackson Street West and Pearl Street.

Mr. Cuming appeared before the Committee in opposition to the four way stop at this intersection.

Following considerable debate, the Committee approved the following recommendation:

That all-way stop control be implemented at the intersection of Jackson Street West and Pearl Street on a one year trial basis and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **No. 1504 and No. 1512 Upper Gage Street - Recovery of Servicing Costs**

The Committee was in receipt of a report dated 1996 August 14 fro the Chief Administrative Officer and Director of Property respecting the subject matter.

Alderman Anderson addressed the issue and stated that unless the City was willing to waive land costs, the subject property was not marketable in it's present state.

Following discussion, the Committee approved the following recommendation:

(a) That the Property Department be authorized to proceed with disposal of Part 5 of Plan 62R-9436 (No. 1504 Upper Gage Avenue) in accordance with the City Real Property Sales Procedural By-law No. 95-049, whereby the option to purchase documents be prepared to sell Part 5 to the abutting owner to the south at a price of $2; and,

(b) That the sale be subject to the following conditions:

(i) The subject lands will not be sold by the City until the subject lands and the adjoining lands have been rezoned to allow for single family detached residential purposes only; and,

(ii) The purchaser proceed to lift the 1 foot reserve, known as Part 4 of Plan 62R-9436 and reimburse the City and the Region for the servicing and road costs associated with Royal Vista Drive, in the amount of $97,702.71 prior to the closing date; and,

(iii) That should the subject lands not be developed for residential purposes within the next five years, the property ownership will revert to the City for the cost of $2.

(d) **Proposed Closure: North Limit of East 36th Street**

The Committee was in receipt of a report dated 1996 September 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Alexander appeared before the Committee in favour of the proposed closure of the north limit of East 36th Street, while Mr. Keenan and Mr. Turner appeared before the Committee in opposition to the closure.

Following discussion, Alderman Jackson agreed to meet with both parties to resolve an indicated parking problem and subsequently, the Committee approved the following recommendation:

That the application to stop-up, close, retain and lease a portion of East 36th Street from the northerly limit southerly on the west side 5.79m and on the east side 2.59m, be approved, subject to the following conditions:

(a) That the Commissioner of Transportation be directed to prepare a By-law to stop up, close, retain and lease to the owner of No. 1 East 36th Street a portion of East 36th Street from the northerly limit southerly on the west side 5.79m and on the east side 2.59m; and,

(b) That the Commissioner of Transportation be directed to prepare and register a reference plan under the Registry Act, to delineate the manner in which the proposed closed road allowance is to be leased; and,

(c) That the Commissioner of Transportation be directed to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 48 of the Regional Act; and,

(d) That the City Clerk be directed to publish a notice of City Council's intention to pass the By-law, pursuant to Section 301 of the Municipal Act, R.S.O. 1990; and,

(e) That the applicant provide a 12.0m easement to the Region for the existing 425mm sewer and the existing 150mm watermain in the proposed closure area; and,

(f) That the applicant provide a 2.0m easement to Union Gas for their underground plant on the west side of the closure area.

2. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

The minutes of the meeting of the Transport and Environment Committee of 1996 August 19 were adopted as circulated to the Committee.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

(i) **Parking Regulations**

(a) **Summit Avenue between Concession Street and Mountain Park Avenue**

The Committee was in receipt of a report dated 1996 September 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the west side of Summit Avenue commencing at a point 154 feet north of Concession Street and extending to a point 41 feet northerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **No. 286 Paling Avenue**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1996 September 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Paling Avenue commencing at a point 603 feet south of Barton Street East and extending to a point 27 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Lisa Taylor, No. 286 Paling Avenue.

(c) **Parking Regulations on Rifle Range Road**
Adjacent to Prince Philip School

The Committee was in receipt of a report dated 1996 September 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Wheelchair Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side of Rifle Range Road commencing at a point 266 feet south of the south curb line of Whitney Avenue and extending 30 feet southerly be extended 10 feet northerly and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) **Knyvet Avenue and Kelso Street between Inverness Avenue East and Highcliffe Avenue**

The Committee was in receipt of a report dated 1996 September 4 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That an "Alternate Side Parking" regulation be implemented on Knyvet Avenue and Kelso Street between Inverness Avenue East and Highcliffe Avenue, such that parking is prohibited:

(i) on the east and south sides of the streets during the months of December, January, February and March and from the 1st to the 15th day of April, May, June, July, August, September, October and November; and,

(ii) on the west and north sides of the streets from the 16th to the last day of April, May, June, July, August, September, October and November; and,

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(e) **No. 19 Keith Street**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1996 September 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Keith Street commencing at a point 116 feet east of Emerald Street North and extending to a point 18 feet easterly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Maria Botelho, No. 19 Keith Street.

(f) **No. 166 Maplewood Avenue**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1996 September 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the south side of Maplewood Avenue commencing at a point 76 feet west of Cedar Avenue and extending to a point 18 feet westerly therefrom be removed and that the City Traffic By-law No. 89-72 be amended accordingly.

(g) **South Side of Somerset Avenue, west of Barnesdale Avenue North**

The Committee was in receipt of a report dated 1996 August 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Stopping" regulation be implemented on the south side of Somerset Avenue, commencing at Barnesdale Avenue North and extending to a point 32 feet westerly therefrom, and that City Traffic By-law No. 89-72 be amended accordingly.

(h) **Rochelle Avenue between Queen Victoria Drive and Stone Church Road East**

The Committee was in receipt of a report dated 1996 August 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That an "Alternate Side Parking" regulation be implemented on Rochelle Avenue between Queen Victoria Drive and Stone Church Road East such that parking is prohibited:

(i) on the west side of the street from December to March, and from the 1st to the 15th day of April, May, June, July, August, September, October and November; and,

(ii) on the east side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and,

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(i) **No. 60 Francis Street**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1996 August 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the south side of Francis Street commencing at a point 180 feet east of Douglas Street and extending to a point 17 feet easterly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Bridges, No. 60 Francis Street.

(d) **Knyvet Avenue and Kelso Street between Inverness Avenue East and Highcliffe Avenue**

The Committee was in receipt of a report dated 1996 September 4 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That an "Alternate Side Parking" regulation be implemented on Knyvet Avenue and Kelso Street between Inverness Avenue East and Highcliffe Avenue, such that parking is prohibited:

(i) on the east and south sides of the streets during the months of December, January, February and March and from the 1st to the 15th day of April, May, June, July, August, September, October and November; and,

(ii) on the west and north sides of the streets from the 16th to the last day of April, May, June, July, August, September, October and November; and,

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(e) **No. 19 Keith Street**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1996 September 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Keith Street commencing at a point 116 feet east of Emerald Street North and extending to a point 18 feet easterly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Maria Botelho, No. 19 Keith Street.

(f) **No. 166 Maplewood Avenue**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1996 September 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the south side of Maplewood Avenue commencing at a point 76 feet west of Cedar Avenue and extending to a point 18 feet westerly therefrom be removed and that the City Traffic By-law No. 89-72 be amended accordingly.

(g) **South Side of Somerset Avenue, west of Barnesdale Avenue North**

The Committee was in receipt of a report dated 1996 August 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Stopping" regulation be implemented on the south side of Somerset Avenue, commencing at Barnesdale Avenue North and extending to a point 32 feet westerly therefrom, and that City Traffic By-law No. 89-72 be amended accordingly.

(h) **Rochelle Avenue between Queen Victoria Drive and Stone Church Road East**

The Committee was in receipt of a report dated 1996 August 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That an "Alternate Side Parking" regulation be implemented on Rochelle Avenue between Queen Victoria Drive and Stone Church Road East such that parking is prohibited:

(i) on the west side of the street from December to March, and from the 1st to the 15th day of April, May, June, July, August, September, October and November; and,

(ii) on the east side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and,

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(i) **No. 60 Francis Street**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1996 August 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the south side of Francis Street commencing at a point 180 feet east of Douglas Street and extending to a point 17 feet easterly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Bridges, No. 60 Francis Street.

(j) **Apartment Building at No. 2 Bold Street**
Application for a Time Limit Exemption Permit

The Committee was in receipt of a report dated 1996 August 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the Commissioner of Public Works and Traffic be authorized to issue, upon request, four Time Limit Exemption Permits to each of the first four eligible applicants residing in the apartment building at No. 2 Bold Street.

(k) **No. 509 Dunsmure Road**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1996 August 16 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Dunsmure Road commencing at a point 96 feet east of Park Row North and extending to a point 19 feet easterly therefrom, and on the south side of Dunsmure Road commencing at a point 102 feet east of Park Row North and extending to a point 18 feet easterly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Paul Sedgwick, No. 509 Dunsmure Road.

(l) **No. 350 Fairfield Avenue North**
Request to Shorten an Existing
Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1996 August 14 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the east side of Fairfield Avenue North commencing at a point 26 feet south of Vansitmart Avenue and extending to a point 40 feet southerly therefrom be shortened such that the regulation extends to a point 20 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(m) **No. 18 Delena Avenue South**
Request for a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1996 September 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Wheelchair Loading Zone, 8:00 a.m. to 5:00 p.m., Seven Days a Week" regulation be implemented on the west side of Delena Avenue South commencing at a point 195 feet south of Main Street East and extending to a point 23 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(n) **Gladstone Avenue between Main Street East and Delaware Avenue**

The Committee was in receipt of a report dated 1996 August 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Alternate Side Parking" regulation on Gladstone Avenue between Main Street East and Delaware Avenue be replaced with a "No Parking Anytime" regulation on the west side and a "Two Hour Parking Time Limit, 24 hours a day, Monday to Friday" regulation on the east side and that the City Traffic By-law No. 89-72 be amended accordingly.

(o) **Intersection of Locheed Drive and Paris Avenue**

The Committee was in receipt of a report dated 1996 September 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the west side of Locheed Drive commencing at Paris Avenue and extending to a point 90 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(p) **Intersection of MacNab Street North and Colborne Street**

The Committee was in receipt of a report dated 1996 August 16 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That three-way stop control be implemented at the intersection of MacNab Street North and Colbourne Street, and that the City Traffic By-law No. 89-72 be amended accordingly.

(ii) CITY ENGINEER

(a) **Proposed Road Closure: Upper Horning Road**
Offer to Purchase Agreement (Highway Closure)

The Committee was in receipt of a report dated 1996 September 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following discussion, the Committee approved that the item be tabled in order that further information be provided.

NOTE: Alderman D'Amico assumed the Chair

(b) **Encroachment Agreement**
District Heating System Pipeline for Laidlaw Energy Technologies

The Committee was in receipt of a report dated 1996 September 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following considerable discussion, the Committee approved the following amendment to the recommendation:

That the applicant save the City of Hamilton harmless for any liability which may occur as a result of this pipeline.

Subsequently, the amended recommendation lost on a tie vote, however, The Committee approved that the recommendation be forwarded to City Council in the negative as per section 36 (b) of the City Procedural By-law No. 95-167 as follows:

That the application of Laidlaw Energy Technologies Limited (No. 470 Kenora Avenue North, Hamilton) to install an 8 inch buried pipeline on the north side of Kenora Avenue from SWARU westerly along the Brampton Street road allowance, under the Red Hill Creek, westerly on the south side of the northern half of the Brampton Street road allowance, and then north into the Sewage Treatment Plant property to enter the facility operations at the Boiler Building, not be approved and not be subject to the following conditions:

(a) The applicant enter into an agreement in a form satisfactory to the Commissioner of Transportation, and the City Solicitor; and,

(b) The applicant pays a one time fee of $252 for processing and registration; an annual fee of 10% of 50% of the market value of the land encumbered by the service; and a fee of $3,000 for field inspection and quality control by the Region; and,

(c) The applicant provides proof of $10,000,000 public liability insurance, naming the Region and the City of Hamilton as added insured parties within a provision for cross liability, saving the Region and the City of Hamilton harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(d) That the applicant becomes an active member of the Call-BUD locate agency and that they apply for and receive all necessary permits; and,

(e) That the applicant and/or his contractor be bonded with the Region to undertake excavation works on Regional roads; and,

(f) All restoration of road allowance is to be in accordance with the applicable OPS Standards; and,

(g) The Mayor and City Clerk be authorized to execute the City's standard form of encroachment agreement; and,

(h) That the appropriate By-law be introduced and approved; and,

(i) That the applicant save the City of Hamilton harmless for any liability which may occur as a result of this pipeline.

Note: The above recommendation lost on a tie vote at the Transport and Environment Committee. At the direction of the Committee and in accordance with City Procedural By-law No. 95-167 Section 36 (b) it is presented as a negative recommendation.

(iii) **PUBLIC WORKS DIVISION**

Hired Equipment Contractors during 1996 and 1997

The Committee was in receipt of a report dated 1996 September 3 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That purchase orders be issued for Hired Equipment Contractors as outlined on Appendix "A" attached hereto, as and when required during 1996 and 1997 in accordance with the specifications issued by the Treasury Department - Purchasing Division, and the Public Works Department, and that this expenditure be financed through various approved accounts.

C. **CHIEF ADMINISTRATIVE OFFICER/ DIRECTOR OF PROPERTY**

(i) **Offer to Purchase (Highway Closure)**
Part of the alley lying immediately north of
No. 95 Ferguson Avenue South

The Committee was in receipt of a report dated 1996 September 6 from the Chief Administrative Officer and the Director of Property respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following property be declared surplus to the requirements of the City in accordance with Realty Sales Procedural By-law No. 95-049:

"the lands composed of part of an alley lying immediately north of Lot 6, Plan 31, designated as Part 1 on Plan 62R-13138 and containing an area of 10.68 square metres (115 square feet) more or less"

(b) That an Offer to Purchase (Highway Closure), to be executed by Edward Adrian and Paul Bellemore and scheduled to close thirty (30) days after the conditions of the Offer have been fulfilled to the satisfaction of the City, being on or before the 1997 January 31, for the lands composed of part an alley lying immediately north of Lot 6, Plan 31, designated as Part 1 on Plan 62R-13138 and containing an area of 10.68 square metres (115 square feet) more or less, as shown on Schedule "A" attached to the Agreement, closed by Judge's Order dated 1996 July 26 registered as Instrument No. VM 232957 on 1996 August 13, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Property Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and the funds derived from this sale of $2, be credited to Account No. CH4X501 00102 (Reserve for Property Purchases (Sales)); and,

(c) That the Mayor and City Clerk be authorized and directed to execute the necessary documents; and,

(d) That in accordance with Real Property Sales Procedural By-law No. 95-049:

(i) satisfactory notice given pursuant to Section 300 of the Municipal Act (the highway sale provision); and,

(ii) no appraisal of the fair market value of the real property being sold was obtained as Highway (Public Alleyway) closures and sales are exempt from the appraisal requirements of Section 193 of the Municipal Act; and,

(iii) the City Clerk be authorized and directed to execute (and issue) a Certificate of Compliance in a form prescribed pursuant to Section 193 of the Municipal Act.

(ii) **Realty Sale Procedural By-law No. 95-049**
Declaration of Surplus Property
Unopened section of Angela Avenue west of Scenic Drive

The Committee was in receipt of a report dated 1996 September 6 from the Chief Administrative Officer and the Director of Property respecting the subject matter.

Following brief discussion, the Committee approved that the item be tabled until the next meeting in order for the ward Alderman to meet with constituents on the matter.

D. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Reports

The Committee was in receipt of a recommendation dated 1996 September 16 respecting the subject matter.

The Committee approved the following recommendation:

Date	From	Subject	Date Distributed
Aug. 12	Regional Municipality of Hamilton-Wentworth	Transfer Stations Conveyor/Compactor Removal	1996 August 14
August 19	Commissioner of Public Works and Traffic	Sycamore Trees on East 8th St. between Queensdale and Inverness	1996 August 19
August 14	MOEE	Municipal Water - Supply and Demand	1996 August 22

NOTE: Alderman Merling resumed the Chair

3. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

(a) **CITY ENGINEER**

(i) **Provincial Environmental Services Inc.**
Application for a Waste Disposal Site (Processing)
Certificate of Approval No. A650121

The Committee was in receipt of a report dated 1996 September 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Terluk reviewed the matter with the Committee and indicated that staff have no objections to the application.

The Committee agreed to permit Mr. M. Lewis to address the Committee representing Provincial Environmental.

Mr. Lewis described the process for which Provincial Environmental was applying for a Certificate of Approval.

Mr. Agus and Mr. Savlin appeared before the Committee in opposition to the issue and indicated that they would like further information on the nature of the Provincial Environmental proposed operation and the effect that it may have on Frid Street.

Alderman Caplan requested that it be recorded that approval be conditional on and subject to the City and Region being able to review and address any neighbourhood concerns which may arise in the future respecting the Provincial Environmental operations.

Subsequently, the Committee agreed to table the item for four weeks in order that discussion can take place between the ward Aldermen, the applicant and other neighbourhood property owners.

(ii) **1996 Transit Shelter Program**

The Committee was in receipt of a report dated 1996 July 15 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following discussion, the Committee approved the following recommendation:

(a) That the Transport and Environment Committee approve 68 proposed transit shelter locations in the City of Hamilton from the attached Appendix "B" as candidate shelter locations for the 1996 HSR Shelter Program; and,

(b) That the HSR install a maximum of 10 shelters at these candidate locations in the priority indicated by the warrant scores and subject to finalizing the necessary encroachment agreements; and,

(c) That the remaining candidate shelter locations which do not receive a shelter through the 1996 HSR Shelter Program be considered for future years.

(b) **TRAFFIC DIVISION**

(i) **South Side of Chedmac Drive**

The Committee was in receipt of a report dated 1996 August 7 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That "No Stopping" regulations be implemented on the south side of Chedmac Drive commencing at a point 600 feet west of Rice Avenue and extending to a point 77 feet westerly therefrom and commencing at a point 870 feet west of Rice Avenue and extending to a point 83 feet westerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(ii) **Intersection of Castlefield Drive and Fernwood Crescent**

The Committee was in receipt of a report dated 1996 August 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following amended recommendation:

That all-way stop control be implemented at the intersection of Castlefield Drive and Fernwood Crescent and that City Traffic By-law 89-72 be amended accordingly.

4. OTHER BUSINESS

Proposed Bench Advertising Agreement

The Committee was in receipt of correspondence dated 1996 August 28 from the Acting City Clerk respecting the subject matter.

Following discussion, the Committee approved the following recommendation:

(a) That the Regional Municipality of Hamilton-Wentworth be advised that the City of Hamilton concurs with the recommendation put forth in the "Proposed Bench Advertising Agreement (RDS 96-202)" report dated 1996 July 25; and,

(b) That the Regional Municipality of Hamilton-Wentworth be advised that the City of Hamilton recommends as a condition of approval, the applicant be responsible for the collection of the bench litter containers.

NOTE: Alderman Copps recorded opposed.

5. OTHER BUSINESS

Flowers on Centennial Parkway

Alderman Collins raised the issue of flowers on Centennial Parkway and requested that staff prepare a report on the issue and place the item in the 1997 Capital Budget for consideration.

6. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1995 September 16

/mjw

2(B)(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 18
File No. TEC-193-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Morley Street and Lampton Place - Corner Clearance

RECOMMENDATION:

That a "No Parking" regulation be implemented on the south side of Morley Street commencing at Lampton Place and extending to a point 58 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

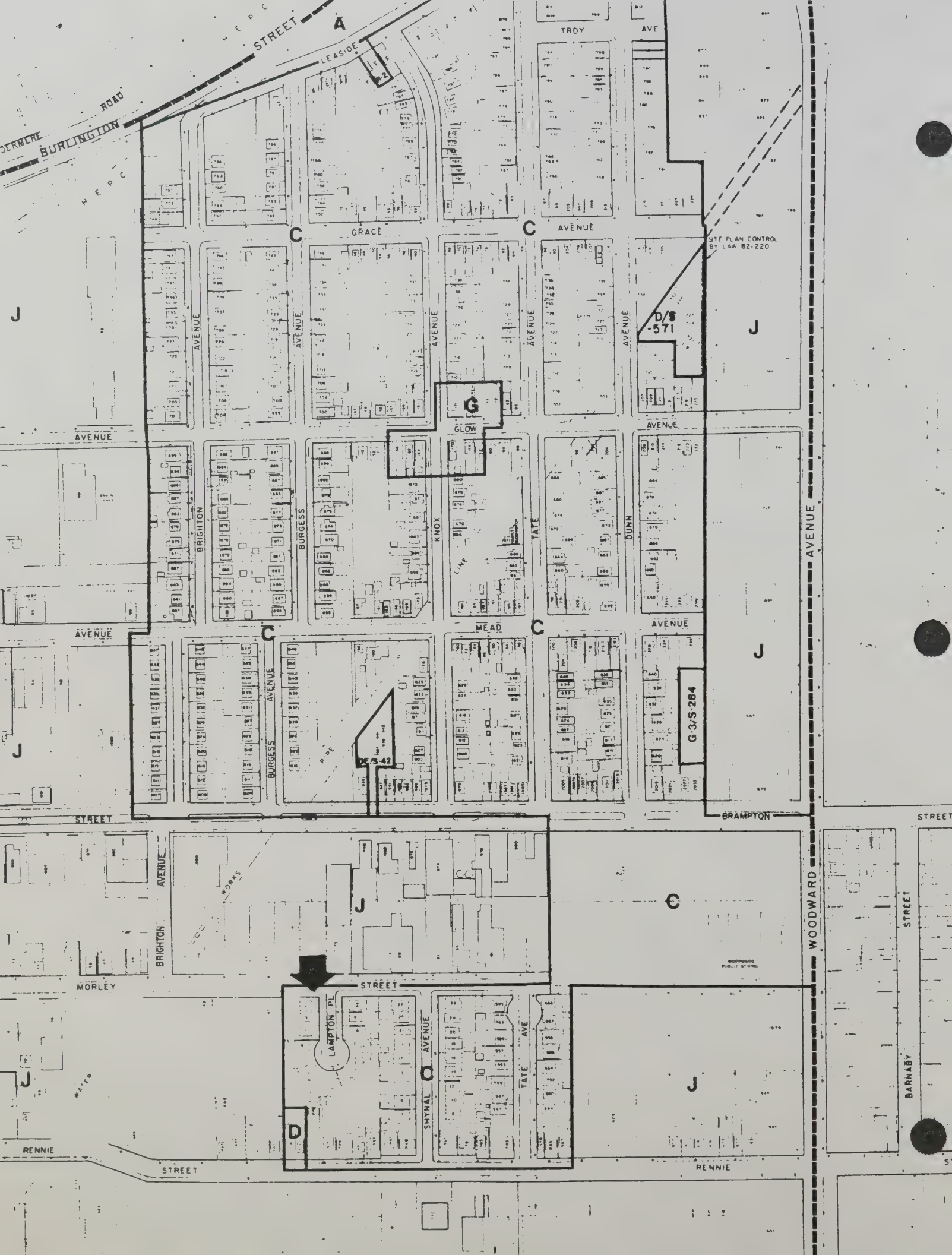
Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Dave Wilson has advised of a request from Mr. Ken Cummings, 9 Lampton Place, that a corner clearance be implemented on the south side of Morley, west of Lampton, in order to improve visibility at the intersection.

Morley has a 30 foot pavement width, and presently, there is a "No Parking" regulation on the north side and unrestricted parking on the south side of the street in this area. Staff has confirmed that parked vehicles on the south side of Morely, west of Lampton, do obstruct visibility to some degree, and therefore, concurs with the request for a corner clearance. Staff recently contacted Mrs. Coulson, 1 Lampton Place, whose property abuts the area of the requested regulation and she has advised that she supports the request. The implementation of this corner clearance would result in a loss of approximately two on-street parking spaces. However, since virtually all area residents have available off-street parking, staff do not anticipate any parking difficulties for area residents.

CVB/MBH/kg


STREET
LEASIDE
ROAD
BURLINGTON
HEPC
TROY
AVE
GRACE
AVENUE
STF PLAN CONTROL BY LAW 82-220
D/S -571
GLOW
BRIGHTON
BURGESS
KNOX
CLINE
TATE
DUNN
MEAD
G-3-S-284
D/S-42
PIPE
BRAMPTON
WOODWARD
MORLEY
LAMPTON PL
SHYNAL
RENNIE
BARNABY
WORKS
WATER

2(BX(X(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 17
File No. TEC-189-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Tisdale Street North between King William Street and Wilson Street - Parking Regulations

RECOMMENDATION:

That the existing "Alternate Side Parking" regulation on Tisdale Street North between King William Street and Wilson Street be replaced with a "No Parking" regulation on the east side and unrestricted parking on the west side and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

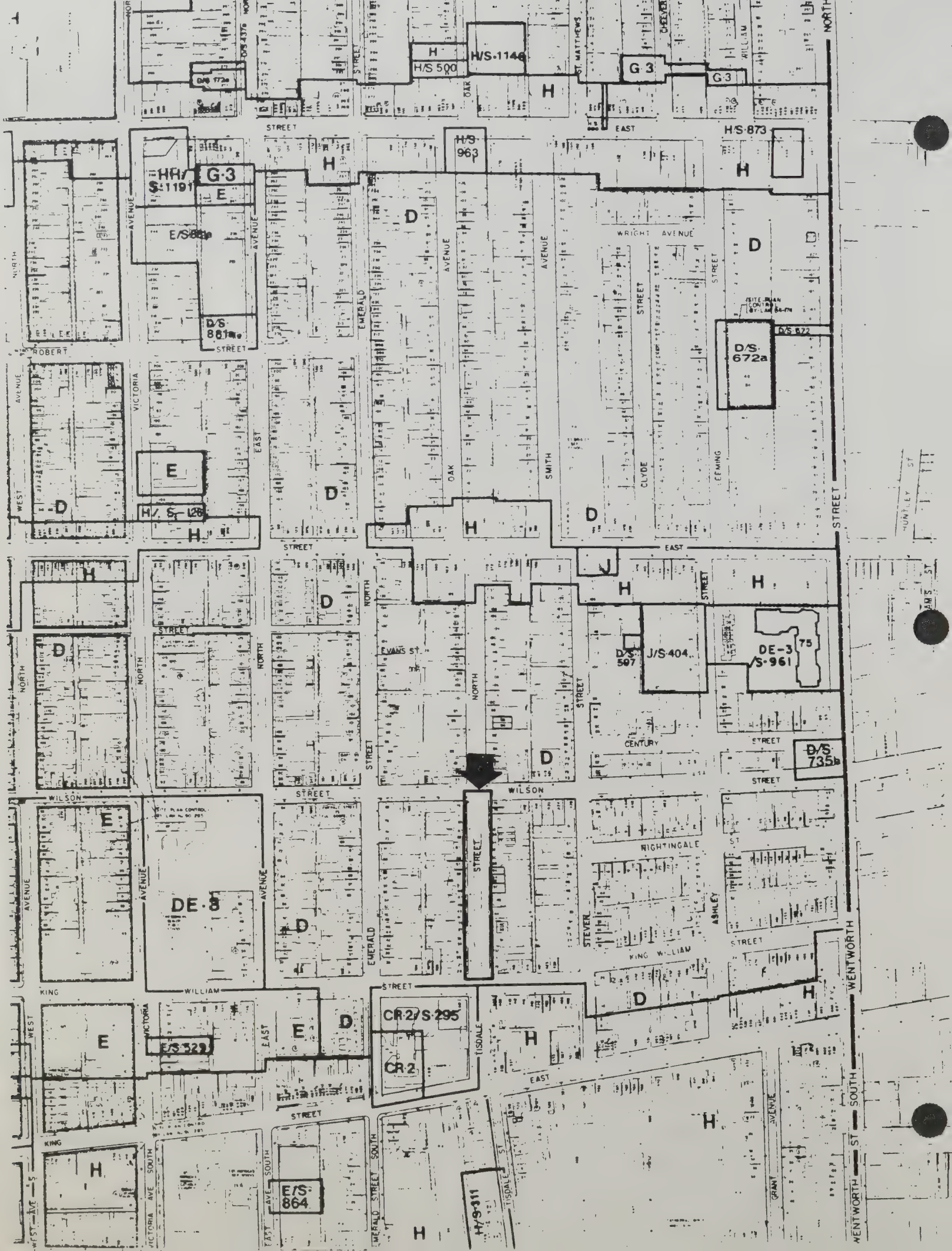
Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a petition signed by representatives of 33 of the 44 residential properties abutting Tisdale between King William and Wilson requesting that the existing "Alternate Side Parking" regulation be replaced with a "No Parking" regulation on the east side and unrestricted parking on the west side of the street in this block. All 33 of the residents who signed the petition are in favour of the requested regulation.

Tisdale has a 25 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this block. The resident who circulated the petition has expressed concern that there are more parking spaces on the west side than there are on the east side. An investigation has confirmed that there are 22 spaces on the west side and eight spaces on the east side. Therefore, since 75 percent of the abutting residents are in favour of changing the existing regulation, staff concurs with the request.

CVB/MBH/kg


H/S 500
H/S-1146
G 3
G 3
H/S 963
H/S-873
HR/S-1191
G-3
E
D/S 861a
D/S 672a
D/S 922
J/S-404
DE-3
S-961
75
D/S 507
D/S 735b
DE-8
CR-2/S-295
CR-2
E/S 329
E/S 864
H/S-311
WRIGHT AVENUE
EAST
WEST
NORTH
SOUTH
KING
WILLIAM
WILSON
EVANS ST
CENTURY
NIGHTINGALE
ASHLEY
STEVEN
OAK
SMITH
CLYDE
EFFING
EMERALD
TISDALE
VICTORIA
ROBERT
WENTWORTH ST
GRANT AVENUE
HUNTLEY ST
STREET
AVENUE

2(B)(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 17
File No. TEC-190-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 321 West 2nd Street - Request to Rescind the By-law Entry for a Wheelchair Loading Zone

RECOMMENDATION:

That the by-law entry allowing for a "Wheelchair Loading Zone, 24 hours a day, seven days a week" regulation on the east side of West 2nd Street commencing at a point 141 feet south of South Bend Road West and extending to a point 23 feet southerly therefrom be rescinded.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

No cost would be incurred as the signs are not presently in place.

BACKGROUND:

The City Council at its meeting held 1996 July 9, approved a request from Gwen Appleyard, 321 West 2nd Street, that a "Wheelchair Loading Zone, 24 hours a day, seven days a week" regulation be implemented on the east side of West 2nd directly in front of her home as her disabled husband required the use of Darts vehicles. However, staff has recently been advised by their son, that Mr. Appleyard has moved into a nursing home and the loading zone is no longer required. Therefore, it would be appropriate to rescind the existing by-law entry.

CVB/MBH/kg

H/S-830
H/S-1070
H/S-1196
H/S-1197
WEMBLEY ROAD
MCELROY ROAD WEST
SOUTH BEND ROAD WEST
RICHWILL ROAD
MOHAWK ROAD WEST
FOURTH STREET
THIRD STREET
SECOND STREET
FIRST STREET
FIFTH STREET
JAMES STREET
ALLENBY AVENUE
MCELROY RD E
SOUTH BEND RD E
MOHAWK RD E
UPPER JAMES STREET
WEST STREET
ATHENS STREET
AMANDA STREET
CALEDON AVENUE
G-3
G-1
E-2
H
C

2(B)(i)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 17
File No. TEC-191-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Warren Avenue and Wingate Place - Corner Clearance

RECOMMENDATION:

That a "No Parking" regulation be implemented on the east side of Warren Avenue commencing at Wingate Place and extending to a point 100 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

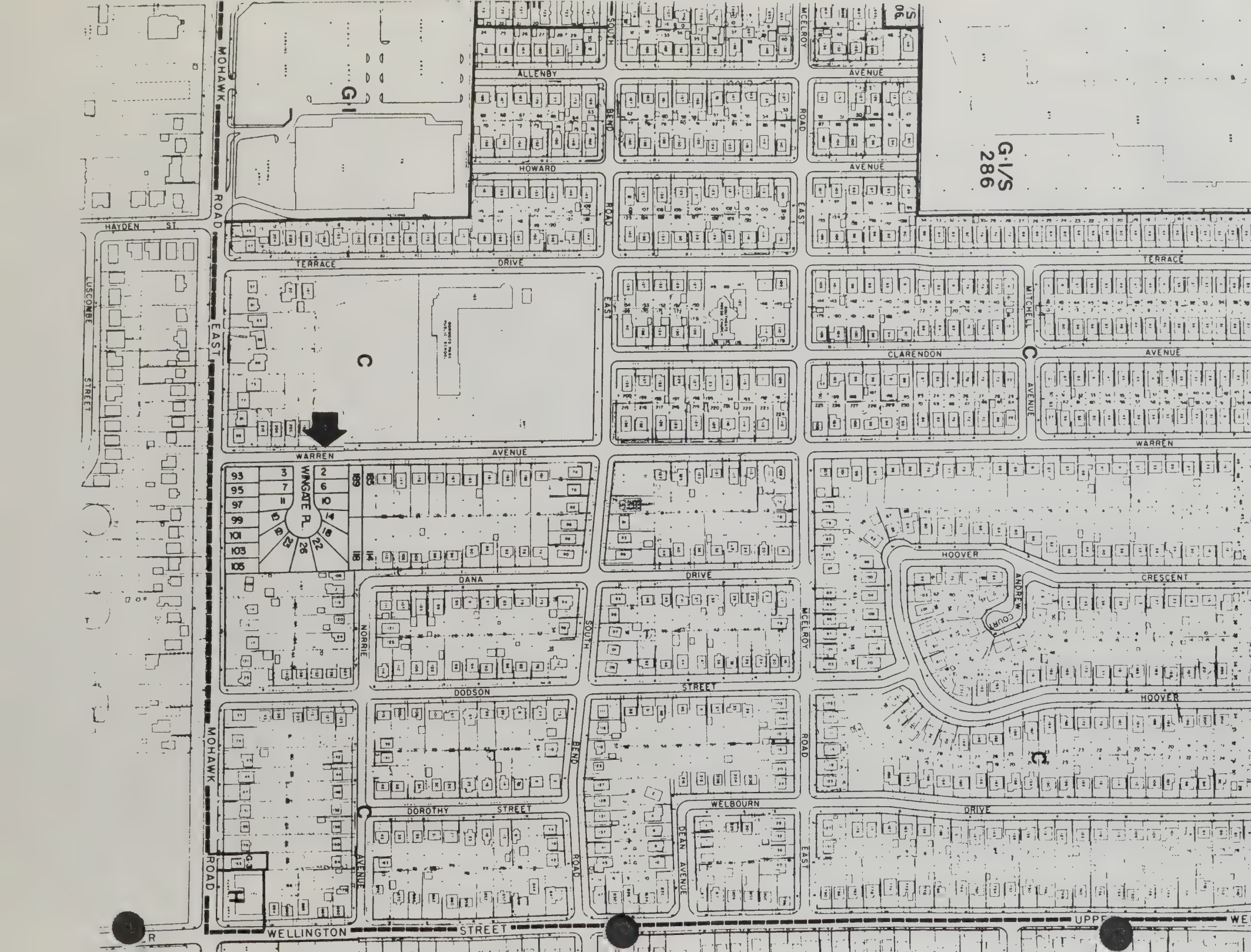
Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mrs. Warren, 11 Wingate Place, and Mr. D'Itragila, 2 Wingate Place, that a corner clearance be implemented on the east side of Warren, north of Wingate, adjacent to Mr. D'Itragila's property, in order to improve visibility at the intersection.

Warren has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. Staff has confirmed that parked vehicles on the east side of Warren, north of Wingate, do obstruct visibility to some degree, and therefore, concurs with the request for a corner clearance. The implementation of this corner clearance would result in a loss of approximately four on-street parking spaces. However, since virtually all area residents have available off-street parking, staff does not anticipate any parking difficulties for area residents.

CVB/MBH/kg


MOHAWK ROAD
EAST
HAYDEN ST.
LUSCOMBE STREET
TERRACE
DRIVE
AVENUE
WARREN
ALLENBY
HOWARD
SOUTH
MCELROY
ROAD
BEND
EAST
MITCHELL
CLARENDON
AVENUE
WINGATE PL.
DANA
DRIVE
NORRIE
DODSON
STREET
HOOVER
CRESCENT
ANDREW
COURT
DOROTHY
STREET
WELBOURN
DRIVE
DEAN AVENUE
WELLINGTON
STREET
G-1/S 286
G-1
C

2(B)(1)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 13
File No. TEC-184-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 37 Francis Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the north side of Francis Street commencing at a point 68 feet west of Douglas Street and extending to a point 20 feet westerly therefrom, and on the south side of Francis Street commencing at a point 106 feet west of Douglas Street and extending to a point 17 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Florence Forbes, 37 Francis Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

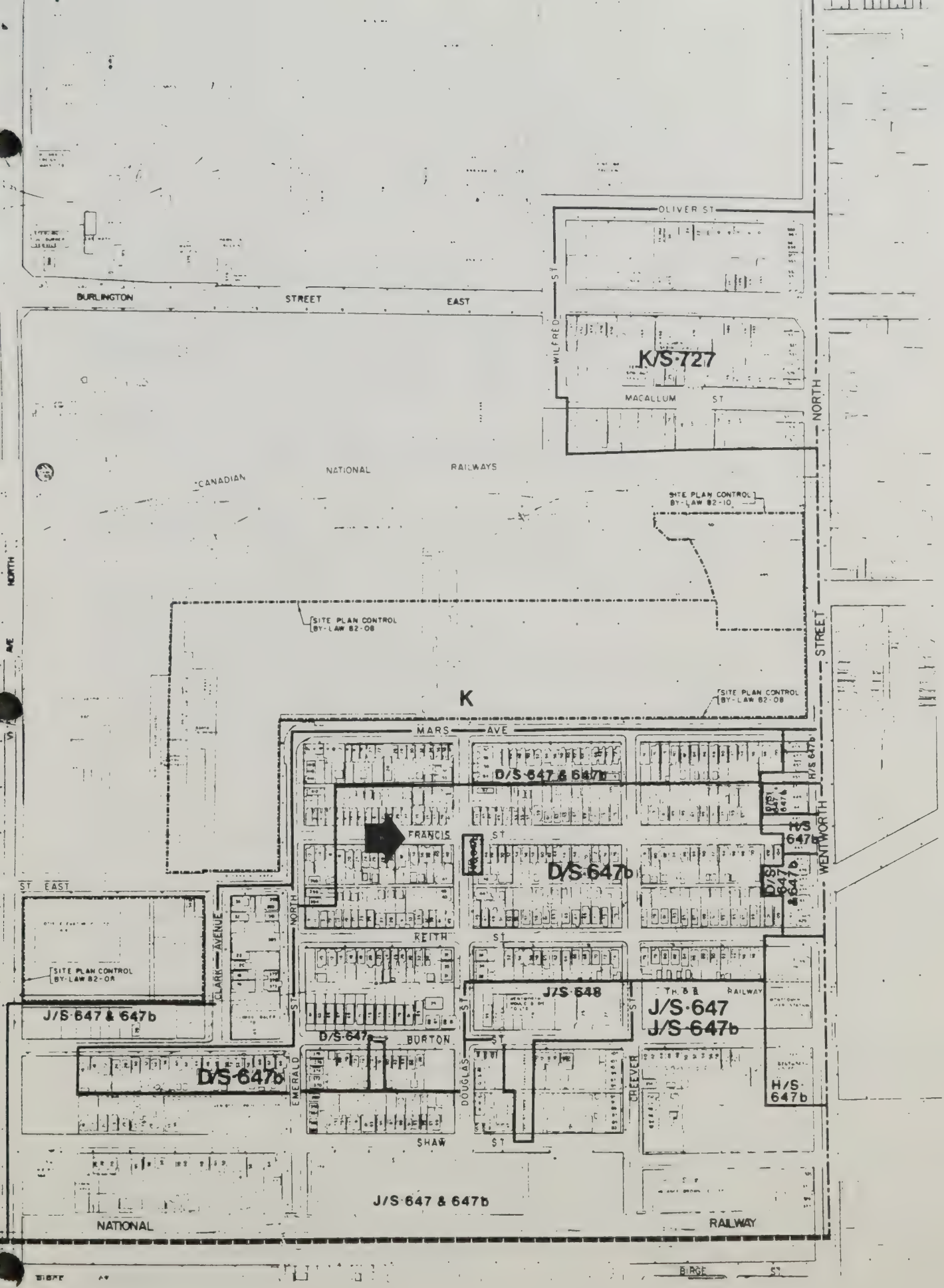
BACKGROUND:

Staff has received a request from Ms. Darlene Christopher, 37 Francis Street, that a reserved "Permit Parking" space be designated on both sides of the street in front of and across from her home since her mother, who is now living with her, is disabled.

Francis has a 25 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year round basis. Staff has been advised that Ms. Rose Vincent, 34 Francis Street, supports the implementation of a reserved "Permit Parking" space in front of her home for use by Mrs. Forbes. The reserved "Permit Parking" space directly in front of Mrs. Christopher's home would partially be in front of No. 35 Francis Street. Staff has been advised that Mr. Mulholland, 35 Francis Street, supports the implementation of a reserved "Permit Parking" space in front of his home for use by Mrs. Forbes.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mrs. Forbes possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on private property. Therefore, staff concurs with the request.

CVB/MBH/kg


OLIVER ST
BURLINGTON STREET EAST
WILFRED ST
K/S-727
MACALLUM ST
NORTH STREET
CANADIAN NATIONAL RAILWAYS
SITE PLAN CONTROL BY-LAW 82-10
SITE PLAN CONTROL BY-LAW 82-08
K
MARS AVE
D/S-647 & 647b
FRANCIS ST
D/S-647b
H/S 647b
WENTWORTH STREET
ST EAST
CLARK AVENUE
NORTH ST
REITH ST
SITE PLAN CONTROL BY-LAW 82-08
J/S-647 & 647b
J/S-648
T.H. & B. RAILWAY
J/S-647
J/S-647b
D/S-647b
BURTON ST
EMERALD ST
DOUGLAS ST
CREEVER ST
H/S-647b
SHAW ST
J/S-647 & 647b
NATIONAL RAILWAY
BIRGE ST

2(BXiXf)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 12
File No. TEC-183-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: South side of Augusta Street, east of John Street South - Request for a Commercial Vehicle Loading Zone

RECOMMENDATION:

That a "Commercial Vehicle Loading Zone, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Augusta Street commencing at a point 32 feet east of John Street South and extending to a point 15 feet easterly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. There would be some loss of revenue associated with the removal of one parking meter.

BACKGROUND:

Staff has received a request from Victoria Pataki, proprietor of Pataki Florist, 173 John Street South, that a commercial vehicle loading zone be implemented on the south side of Augusta, adjacent to her business.

Augusta has a 31 foot pavement width, and presently, there is one parking meter on the south side adjacent to the business and a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation in conjunction with a part-time parking prohibition to facilitate street maintenance operations on both sides of the street for the remainder of the block in this area. The implementation of the requested regulation will result in the loss of one metered parking space.

However, since the applicant has agreed to limit the hours of the regulation such that the area would be available for parking after 6:00 p.m., Monday to Saturday and all day on Sunday, and since parking would be permitted on both sides of the street for the remainder of the block, staff does not anticipate any parking difficulties for area residents and concurs with the request.

CVB/MBH/kg


I/S-1144
I/S-197
JACKSON ST W
JACKSON STREET
HUGHSON STREET
JOHN STREET
BOWEN ST
EAST
CATHARINE STREET
WALNUT STREET
MACNAB STREET
JAMES STREET
HUNTER ST W
HUNTER STREET
E-1/S-874
E-1/S-927a
J/S-409
H/S-790
E/S-26
BECKLEY STREET
HAYMARKET STREET
BOLD STREET
SOUTH
AUGUSTA
BAILLIE ST
Lane-2
E/S-950
RAILWAY
DUKE STREET
YOUNG STREET
H/S-298
E-3/S-501
E-3/S-760
E/S-357
G-3
ROBINSON ST
E/S-1040
E-3/S-1104
CR-2/S-572a&b
E-3/S-601
E-3/S-371
FOREST AVENUE
E/S-511
E/S-231
CHARLTON AVE W
CHARLTON AVENUE
E/S-230
E/S-280
HERKIMER ST
FOSTER ST
PATRICK ST
DRIVE
ST JOSEPH'S
MARKLAND ST
ROCKWOOD PL
MOUNT WOOD AVENUE
ARKLEDUN AVENUE
E/S-136
C/S-154a
ST JAMES PLACE
LOUISA AVE
FREEMAN PLACE
KINGSWAY DRIVE
CLAREMONT
ACCESS
CONCESSION

2(BXiKg)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 18
File No. TEC-192-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 14 Kinnell Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the north side of Kinnell Street commencing at a point 178 feet west of Inchbury Street and extending to a point 18 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Elizabeth Howe, No. 14 Kinnell Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Ms. Elizabeth Howe, 14 Kinnell Street, that a reserved "Permit Parking" regulation be implemented on the north side of the street in front of her home since she is disabled.

Kinnell has a 21 foot pavement width, and presently, there is a "No Parking" regulation on the south side and a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation on the north side of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant must possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Ms. Howe possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

CVB/MBH/kg


A/S-569
A/S-450
H/S-481
H/S-745
H/S-630
H/S-408
H/S-559
H/S-700&
H/S-520
H/S-1019
E/S-481
E-3/S-386
D/S 450
A/S-450
E/S-450
G-3/S 898
CR-2
G-3
BARTON STREET WEST
KING STREET WEST
TECUMSEH STREET
KINNEL ST
TOM STREET
FLORENCE STREET
LAMOREAUX STREET
HEAD STREET
NAPIER STREET
MORDEN STREET
PEEL STREET
PEARL STREET
WELLESLEY ST
EDISON ST
HENRY ST
GEORGE STREET
BOULEVARD
DEVONPORT STREET
DUNDURN AVENUE
STRATHCONA AVENUE
INCHBURY STREET
LOCKE STREET NORTH
LOCKE STREET SOUTH
MARKET
OXFORD
BAY
CROOKS
MARGARET AVENUE
SITE PLAN CONTROL BY-LAW 80-013
SITE PLAN CONTROL BY-LAW 80-082
SITE PLAN CONTROL BY-LAW 80-085
SITE PLAN CONTROL BY-LAW 80-123
SITE PLAN CONTROL BY-LAW 80-093
SITE PLAN CONTROL BY-LAW 81-023

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 11
File No. TEC-181-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 61 William Street - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the west side of William Street commencing at a point 216 feet south of Birge Street and extending to a point 23 feet southerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

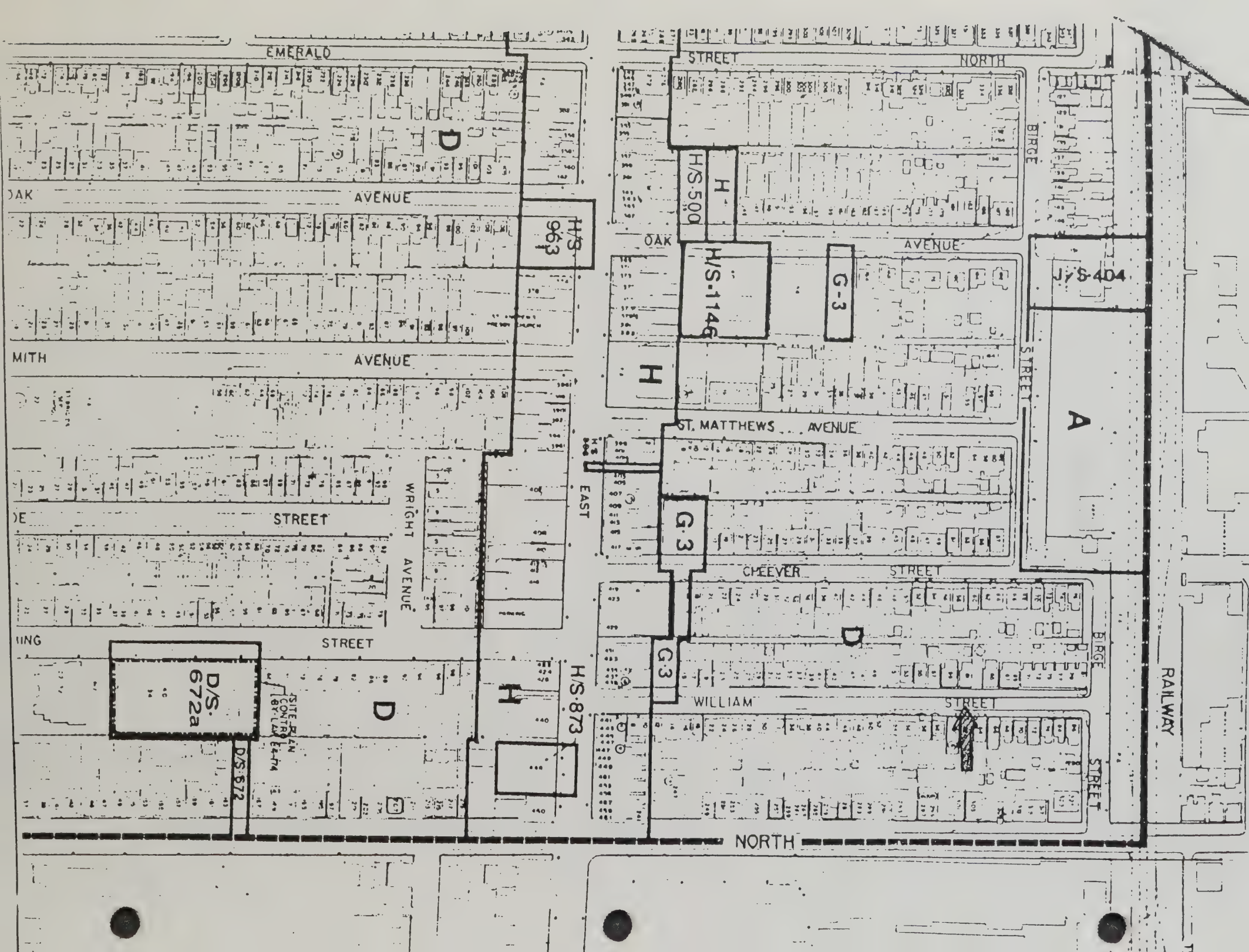
Sufficient funds are available in the 1996 operating budget to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from Mr. J. Zettle, 61 William Street, that the existing "Permit Parking" regulation on the west side of William in front of his home be removed since he has moved. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one on-street parking space to the west side of the street which would be controlled by the existing "Alternate Side Parking" regulation.

EVB/MBH/kg


EMERALD
STREET
NORTH
BIRGE
H/S-500
H
OAK
AVENUE
H/S-963
H/S-1146
G-3
J/S-404
A
STREET
MITH
AVENUE
H
ST. MATTHEWS
AVENUE
EAST
WRIGHT AVENUE
STREET
G-3
CHEEVER
STREET
D
BIRGE
RAILWAY
ING
STREET
D/S-672a
SITE PLAN CONTROL BY-LAW
D/S-672
D
H
H/S-873
G3
WILLIAM
STREET
STREET
NORTH

2(BXiXi

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 11
File No. TEC-180-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 198 Balsam Avenue South - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the west side of Balsam Avenue South commencing at a point 189 feet north of Afton Avenue and extending to a point 16 feet northerly therefrom, and on the east side of Balsam Avenue South commencing at a point 174 feet north of Afton Avenue and extending to a point 19 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Bonnie Llewellyn, 198 Balsam Avenue South.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Ms. Llewellyn, 198 Balsam Avenue South, that a reserved "Permit Parking" space be designated on both sides of the street directly in front of and across from her home since she is disabled.

Balsam has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year round basis. Staff has been advised by Mr. Z. Kawecki, 187 Balsam Avenue South, that he supports the implementation of a reserved "Permit Parking" space in front of his home for use by Ms. Llewellyn.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Ms. Llewellyn possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

CVB/MBH/kg


MAIN STREET EAST
H
H/S-577
H
H/S 733a
H
D
E/S-86
H
ELM STREET
SOUTH GAGE AVENUE
MAPLEWOOD AVENUE
D/S-209
D
E/S-800
E
D/S-880
E/S-358
Lmr-2
AFTON AVENUE
CUMBERLAND AVENUE
D/S-476
JJ
C
M-14
E
JJ
J
A
CANADIAN NATIONAL RLYS
MOUNTAIN BROW
SHERMAN ACCESS
MOUNTAIN
BARNESDALE AVE
CLARICK
SPADINA
MELROSE AVE
PROSPECT ST
LEINSTER AVENUE
BALSAM AVE
CONNAUGHT AVE
SOUTH
EAST 3RD
ASHFORD BLVD
SPRINGER AVENUE
ALBERT STREET
SOUTH
GILMOUR PLACE
STREET
AVENUE
AVENUE
AVENUE
AVENUE
AVENUE
NORWAY
LORNE
PROSPECT
CEDAR
BALSAM
AVENUE
AVENUE
AVENUE
AVENUE
AVENUE

2(8)(i)(j)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 19
File No. TEC-194-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: East 36th Street between Crockett Street and Munn Street - Parking Regulations

RECOMMENDATION:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the west side of East 36th Street between Crockett Street and Munn Street and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

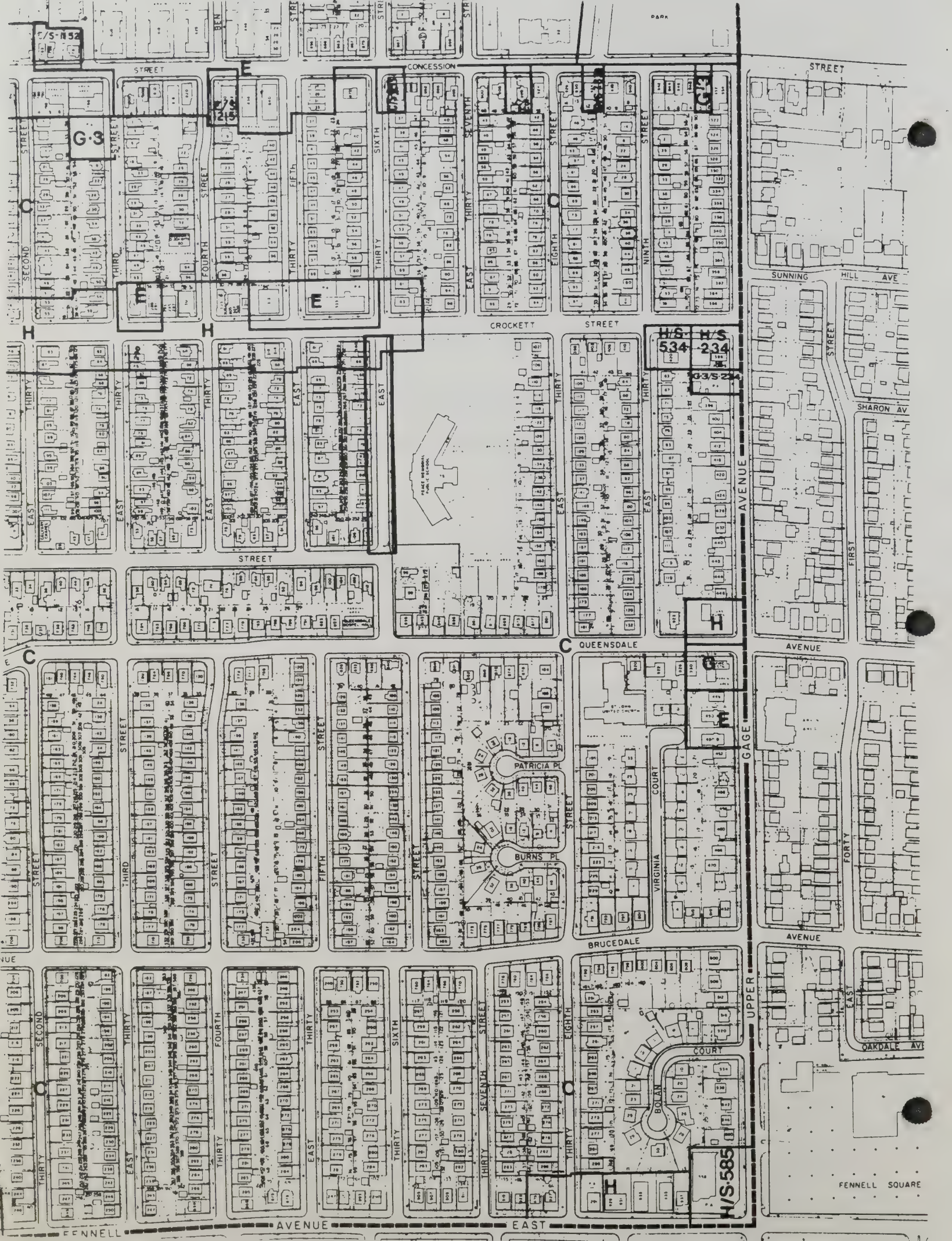
Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Staff has received a petition signed by representatives of all 12 of the residential properties abutting East 36th between Crockett and Munn, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the west side of the street in this block. All 12 of the residents who signed the petition are in favour of the requested regulation.

East 36th has a 30 foot pavement width, and presently, there is a "No Parking" regulation on the east side and unrestricted parking on the west side of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by teachers of Peace Memorial Public School. The implementation of the requested regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24. (plus G.S.T.) per permit each year to exempt their vehicles from the signed time limit regulation. Therefore, since 100 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

CVB/MBH/kg


CONCESSION
STREET
SUNNING HILL AVE
CROCKETT
STREET
SHARON AV
AVENUE
QUEENSDALE
PATRICIA PL
BURNS PL
BRUCEDALE
COURT
VIRGINIA
GAGE
AVENUE
OAKDALE AV
BOLAN
COURT
FENNELL SQUARE
AVENUE
EAST
H/S 534
H/S 234
G-3/S-234
H/S-585
G-3
F/S-N52
F/S-12/5
PEART MEMORIAL PUBLIC SCHOOL

2(BXiXk)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 13
File No. TEC-185-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Robert Street between West Avenue North and Victoria Avenue North - Parking Regulations

RECOMMENDATION:

a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Robert Street between West Avenue North and Victoria Avenue North; and

b) That a "No Stopping" regulation be implemented on the north side of Robert Street commencing at West Avenue North and extending 42 feet westerly therefrom and on the south side of Robert commencing at West Avenue North and extending 42 feet easterly therefrom; and

c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Alderman Don Drury has forwarded a petition signed by representatives of 14 of the 16 residential properties abutting Robert between West and Victoria, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on

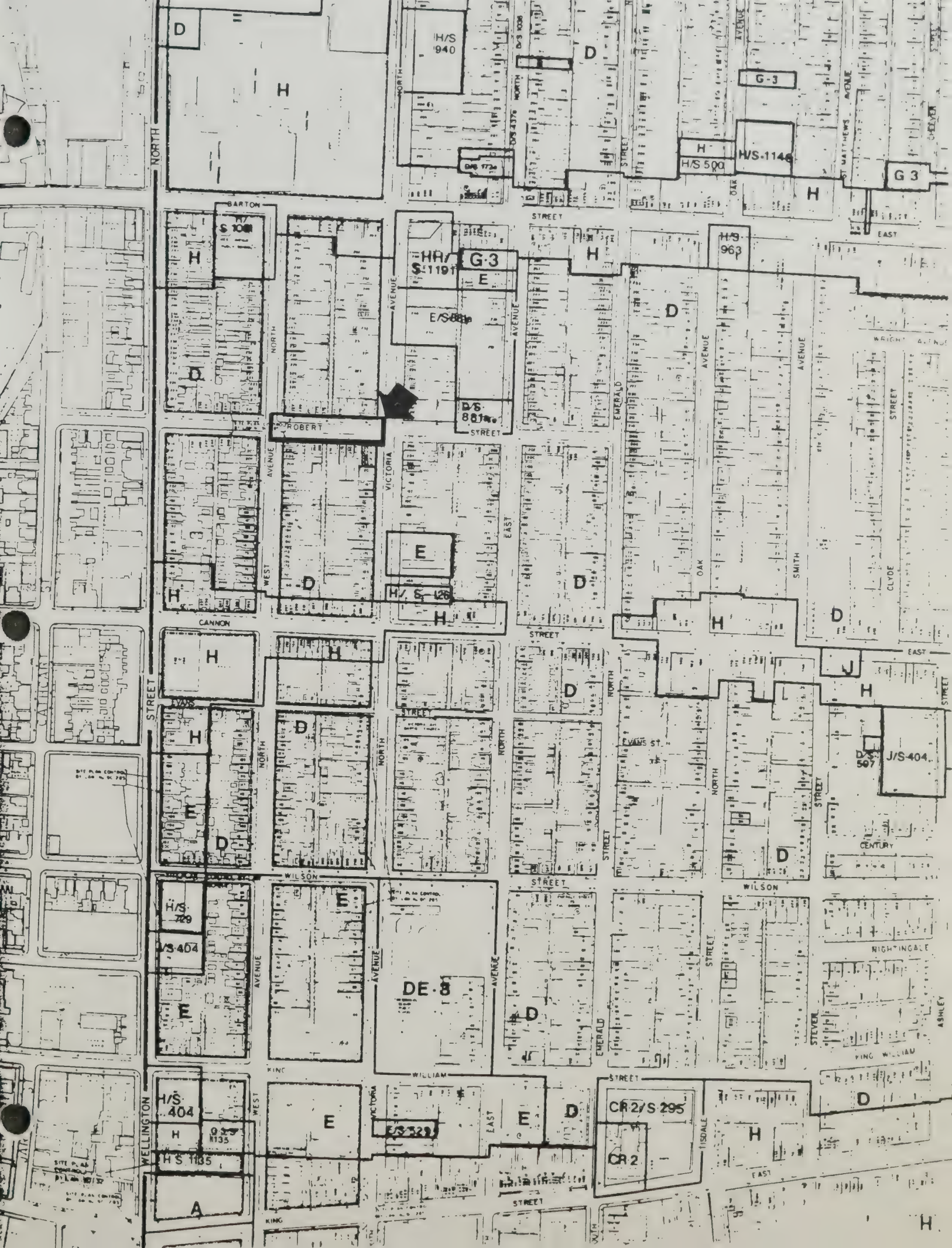
both sides of the street in this block. All 14 of the residents who signed the petition are in favour of the requested regulation.

Robert has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by employees and visitors of the Hamilton General Hospital. The implementation of the requested regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24. (plus G.S.T.) per permit each year to exempt their vehicles from the signed time limit regulation. Therefore, since 88 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

Alderman Don Drury also advised of a request that corner clearances be implemented at the intersection of Robert and West as parked vehicles in this area are obstructing visibility at the intersection. An investigation has confirmed that motorists' visibility is obstructed to some degree by parked vehicles in this area. Therefore, staff recommends that a "No Stopping" corner clearance be implemented on the north side of Robert, west of West and on the south side of Robert, east of West. Staff has contacted the abutting residents at both locations and have been advised that they support the corner clearance.

The implementation of these corner clearances will result in a loss of two on-street parking spaces. However, in the interest of public safety, staff concurs with the request.

CVB/MBH/kg


NORTH
BARTON
STREET
ROBERT
CANNON
WILSON
KING
WILLIAM
EAST
WEST
AVENUE
EMERALD
OAK
SMITH
CLYDE
VICTORIA
WRIGHT
EVANS ST
CENTURY
STEVEN
RIGHTINGALE
ASHLEY
WELLINGTON
TISDALE
H/S 940
H/S 963
H/S 1191
H/S 1146
H/S 500
H/S 404
H/S 1135
H/S 729
J/S-404
CR2/S 295
CR2
DE-8
G-3
G 3
E/S-323
H/S-126
D/S 507

2(BXiX(1)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 20
File No. TEC-197-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Hillview Street between Ainslie Avenue and the southerly end - Parking Regulations

RECOMMENDATION:

That a "No Parking" regulation be implemented on the west side of Hillview Street between Ainslie Avenue and the southerly end and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a petition signed by representatives of 17 of the 22 residential properties abutting Hillview between Ainslie and the southerly end requesting that a "No Parking" regulation be implemented on the west side of the street in this block. All 17 of the petitions are in favour of the requested regulation.

Hillview has a 24 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block. The resident who circulated the petition has expressed concern regarding parked vehicles on both sides of the street obstructing the two-way traffic flow and driveway movements. Staff supports the principle of removing parking from one side of narrow streets such as this to facilitate two-way traffic flow, driveway movements and snow removal. Therefore, since 77 percent of the abutting residents support the requested regulation and since virtually all residents have available off-street parking, staff does not anticipate any parking difficulties and concurs with the request.

CVB/MBH/kg


MAIN STREET WEST
KINGSMOUNT ST S
HOLLYWOOD ST S
THORNDALE ST SOUTH
NORFOLK STREET SOUTH
GLENMOUNT AVENUE
LELAND STREET
SUSSEX STREET
SUSSEX
MAPES AVENUE
EMERSON
ALLEY ST
BROADWAY
WARD AVENUE
ROYAL AVENUE
HOLMES AVENUE
WHITNEY AVENUE
MERNA AVE
TOTTENHAM ROAD
WILLOWCREST STREET
IONA AVENUE
RIELE RANGE
CLIFFORD STREET
AINSLIE
BLUEVIEW
BOWMAN
C/S-720
C/S-815
C/S-694
DE-3
S-981
SITE PLAN CONTROL BY-LAW 83-101
C
D
G
H
J

2(8)(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 11
File No. TEC-182-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersections of Norfolk Street South, Thorndale Street South and Hollywood Street South with Glenmount Avenue - Intersection Control

RECOMMENDATION:

That southbound traffic on Norfolk Street South, Thorndale Street South and Hollywood Street South be required to stop for eastbound and westbound traffic on Glenmount Avenue and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

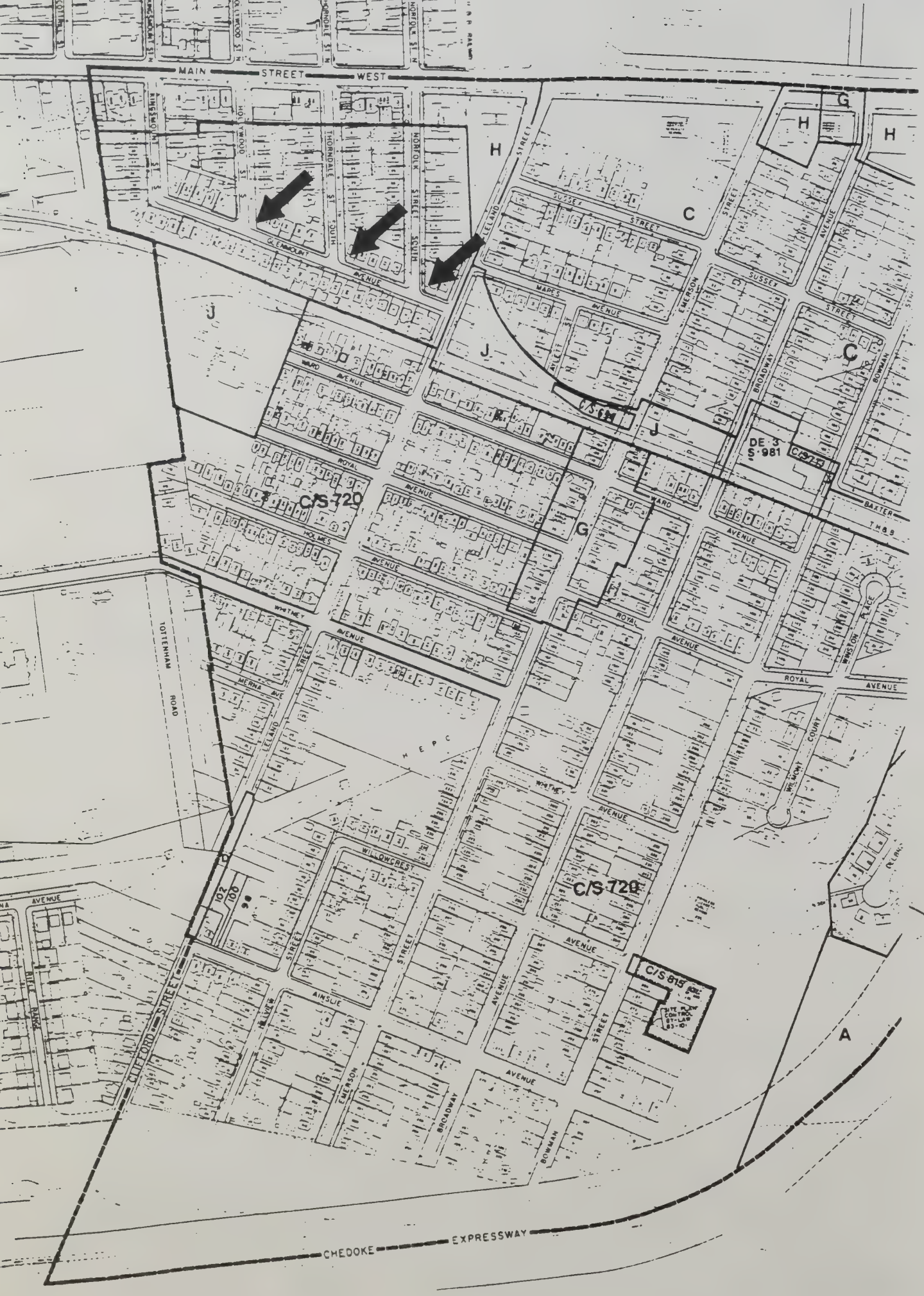
Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Marvin Caplan has advised of a request from Ms. Joan Heels, 49 Glenmount Avenue, that stop control be implemented at the intersections of Norfolk, Thorndale and Hollywood with Glenmount.

All three intersections are "T" type intersections, and presently, there are no intersection control signs at these locations. Records indicate that there have been no reported collisions at any of these intersections in the past seven years. However, staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request.

CVB/MBH/klk


MAIN STREET WEST
GLENHOLME AVENUE
SUSSEX STREET
MAPES AVENUE
WARD AVENUE
ROYAL AVENUE
HOLMES AVENUE
WHITNEY AVENUE
MERNA AVE
WILLOWCREST STREET
AINSLIE STREET
BAXTER
BOWMAN
BROADWAY
EMERSON
ELAND
HOLLYWOOD
THORNDALE
NORFOLK STREET SOUTH
TOTTENHAM ROAD
CLIFFORD STREET
CHEDOKE EXPRESSWAY
C/S 720
C/S 720
C/S 815
DE 3
S-981
C/S 124
C/S 715
H.E.P.C.
107
100

2(B)(ii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 10
File No. TEC-179-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersections of Muir Avenue and Banff Drive and Michael Avenue and Palmer Road - Intersection Control

RECOMMENDATION:

(a) That northbound traffic on Banff Drive be required to stop for eastbound and westbound traffic on Muir Avenue; and,

(b) That eastbound traffic on Michael Avenue be required to stop for northbound and southbound traffic on Palmer Road; and,

(c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

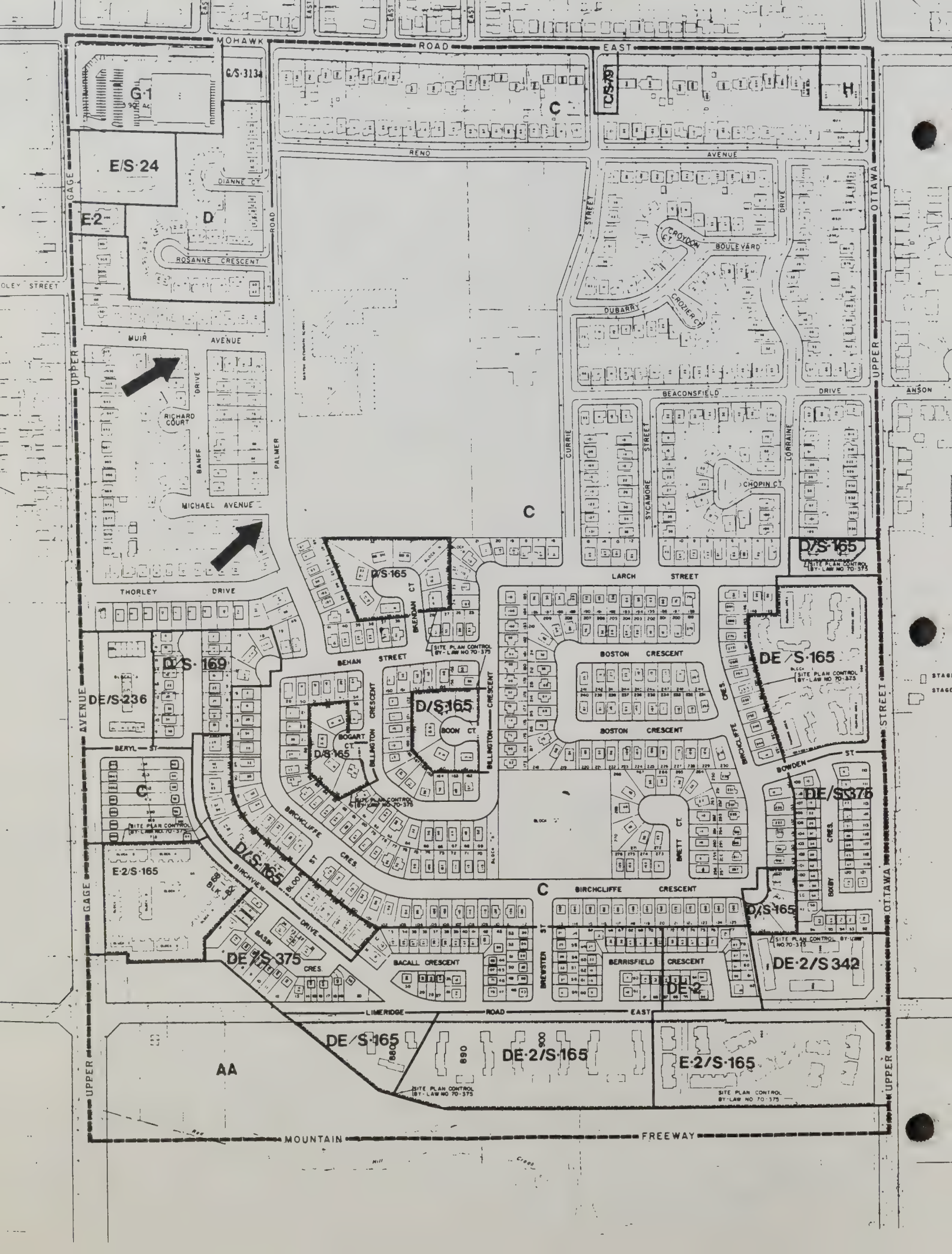
Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Ms. Kelly Pitty, 17 Muir Avenue, that stop control be implemented at the intersections of Muir and Banff and Michael and Palmer.

Both intersections are "T" type intersections, and presently, there are no intersection control signs at either locations. Records indicate that there have been no reported collisions at either intersection in the past seven years. However, staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request.

CVB/MBH/klk


MOHAWK ROAD EAST
G-1
G/S-3134
E/S-24
E-2
D
DIANNE CT.
ROSANNE CRESCENT
GAGE ROAD
MUIR AVENUE
RICHARD COURT
BANFF DRIVE
PALMER
MICHAEL AVENUE
THORLEY DRIVE
UPPER GAGE AVENUE
C
RENO AVENUE
G/S-3135
H
CROYDON BOULEVARD
DUBARRY CROZIER CT.
BEACONSFIELD DRIVE
CURRIE STREET
SYCAMORE STREET
LORRAINE DRIVE
CHOPIN CT.
UPPER OTTAWA STREET
ANSON
D/S-165
SITE PLAN CONTROL BY-LAW NO 70-375
LARCH STREET
BRENDAN CT.
BEHAN STREET
D/S-169
DE/S-236
BOSTON CRESCENT
DE/S-165
BRYCLIFFE CRES.
BOWDEN ST
BOGART CT.
BILLINGTON CRESCENT
BOON CT.
BERYL ST
BIRCHCLIFFE CRES.
DE/S376
BRETT CT.
BIRCHVIEW BLOCK
BASIN DRIVE
E-2/S-165
DE/S-375
BACALL CRESCENT
BIRCHCLIFFE CRESCENT
BREWSTER ST
BERRISFIELD CRESCENT
DE-2
DE-2/S 342
LIMERIDGE ROAD EAST
DE/S-165
DE-2/S-165
E-2/S-165
AA
MOUNTAIN FREEWAY

2(B)(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 16
File No. TEC-188-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Application to lease a portion of the south boulevard of Munroe Street adjacent to Waterjet Machining Inc., No. 44 Munroe Street

RECOMMENDATION:

That the application of Rod MacDonald, General Manager of Waterjet Machining Inc., 44 Munroe Street, to lease a portion of the south boulevard of Munroe Street adjacent to No. 44 Munroe Street, be approved, provided that:

i) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 26 (current annual rate is $62.40 per space for the first two spaces and $33.21 per space for any additional spaces per year) plus taxes, if any, in addition to the $10.00 encroachment insurance charge approved by the City Council on 1984 February 14; and,

ii) the owner pays a one-time $50.00 registration fee, as approved by the City Council on 1986 January 14; and,

iii) the owner pays a one-time $219.56 processing fee (including G.S.T.), as approved by the City Council on 1988 January 12; and,

iv) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes; and,

v) the driveway approach, parking area and other structures, as approved by the Commissioner of Public Works and Traffic, be constructed and maintained at the owner's expense; and,

vi) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

L. Lit-England for
D. Labo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Revenue from the leasing of this City boulevard would be $333.88 per year.

BACKGROUND:

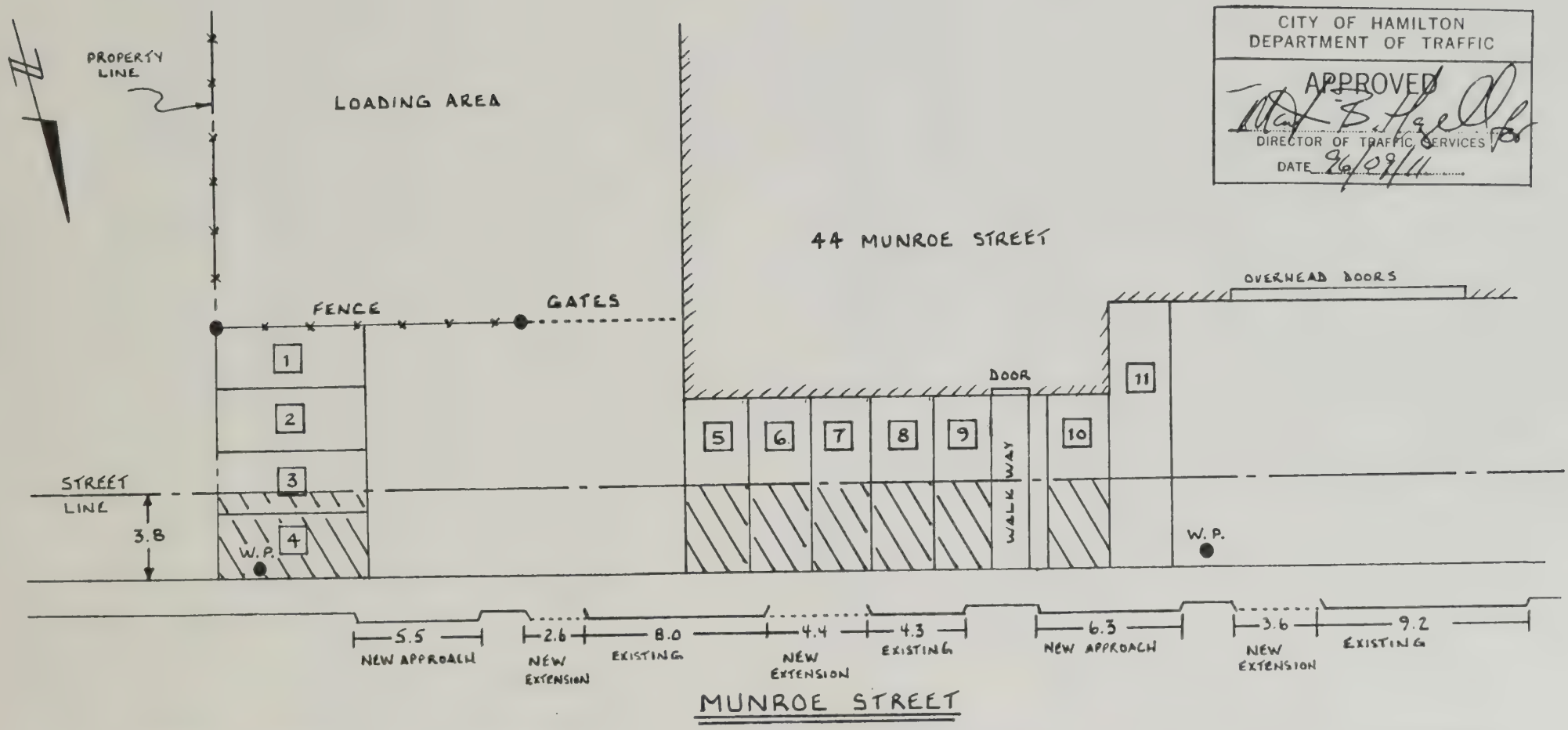
Rod MacDonald, General Manager of Waterjet Machining Inc., 44 Munroe Street, has applied for permission to lease a portion of the boulevard of Munroe Street adjacent to the industrial property at No. 44 Munroe Street to park eight vehicles.

The application has been reviewed by the Traffic Division, and it has been determined that boulevard parking in this area would be satisfactory provided that certain conditions are met by the applicant and the required boulevard parking agreement is executed by the applicant and by the City.

The applicant has forwarded a completed agreement which is satisfactory to the Traffic Division as well as a cheque in the amount of $613.44 which represents the first annual leasing fee ($333.88 including G.S.T.) and encroachment insurance ($10.00), as well as the one-time registration fee ($50.00) and one-time processing fee ($219.56 including G.S.T.).

CVB/MBH/klk

c.c. P. Noé Johnson, City Solicitor, Law Department



CITY OF HAMILTON
DEPARTMENT OF TRAFFIC

APPROVED

DIRECTOR OF TRAFFIC SERVICES

DATE 96/09/11

MUNROE STREET

REQUIRED PRECAST CONCRETE CURBS

AREA FOR PARKING OR LOADING
(MUST BE HARD-SURFACED)

NOTE: PRECAST CONCRETE CURBS ARE TO BE SECURED BY STEEL PEGS. IT IS THE OWNER'S RESPONSIBILITY TO CONTACT "BUD" (BEFORE YOU DIG) AT 527-7977, FOR LOCATION OF UNDERGROUND SERVICES, BEFORE INSTALLING PRECAST CONCRETE CURBS AND STEEL PEGS WITHIN THE ROAD ALLOWANCE.

SCALE: 1:200 DIMENSIONS IN METRES

THIS IS NOT A PLAN OF SURVEY

2(B)(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 18
File No. TEC-195-96 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Bettina Avenue and Lawrence Road - Assignment of a School Crossing Guard.

RECOMMENDATION:

That a School Crossing Guard be assigned to Lawrence Road at Bettina Avenue during the morning and evening school crossing periods only, on a permanent basis.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard with a morning and evening duty time is approximately $4000. per year. This increase can be accommodated within the current School Crossing Guard Program budget while increasing staff complement by one.

BACKGROUND:

In September of 1995 Alderman Eisenberger requested staff to investigate the need for a School Crossing Guard on Lawrence Road at Bettina Avenue, as a result of concerns raised at a public meeting in the Rosedale Neighbourhood. Subsequent studies revealed that there were very few children crossing Lawrence at Bettina and that there were no difficulties experienced in crossing the roadway. Therefore, no further action was taken at that time.

Follow-up surveys indicate that there are now approximately 9 children crossing in the a.m. crossing period and approximately 31 children in the p.m. period. Students are having trouble crossing due to insufficient gaps in traffic and the speed of the motorists. It was also noted that there are approximately 10 children driven to school who would likely use the School Crossing Guard.

In accordance with approved emergency procedures, a School Crossing Guard was assigned to this location on 1996 September 22. Therefore, it is recommended that a School Crossing Guard be hired and assigned to Lawrence Road at Bettina Avenue during the morning and evening school crossing periods only, on a permanent basis.

TA/MBH/kg

2(B)(iii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 20
File No. TEC-196-96 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Wheelchair Loading Zone on London Street South Adjacent to St. John School

RECOMMENDATION:

That a "Wheelchair Loading Zone, 24 hours a day, seven days a week" regulation be implemented on the east side of London Street South commencing at a point 112 feet south of Central Avenue and extending 44 feet southerly and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

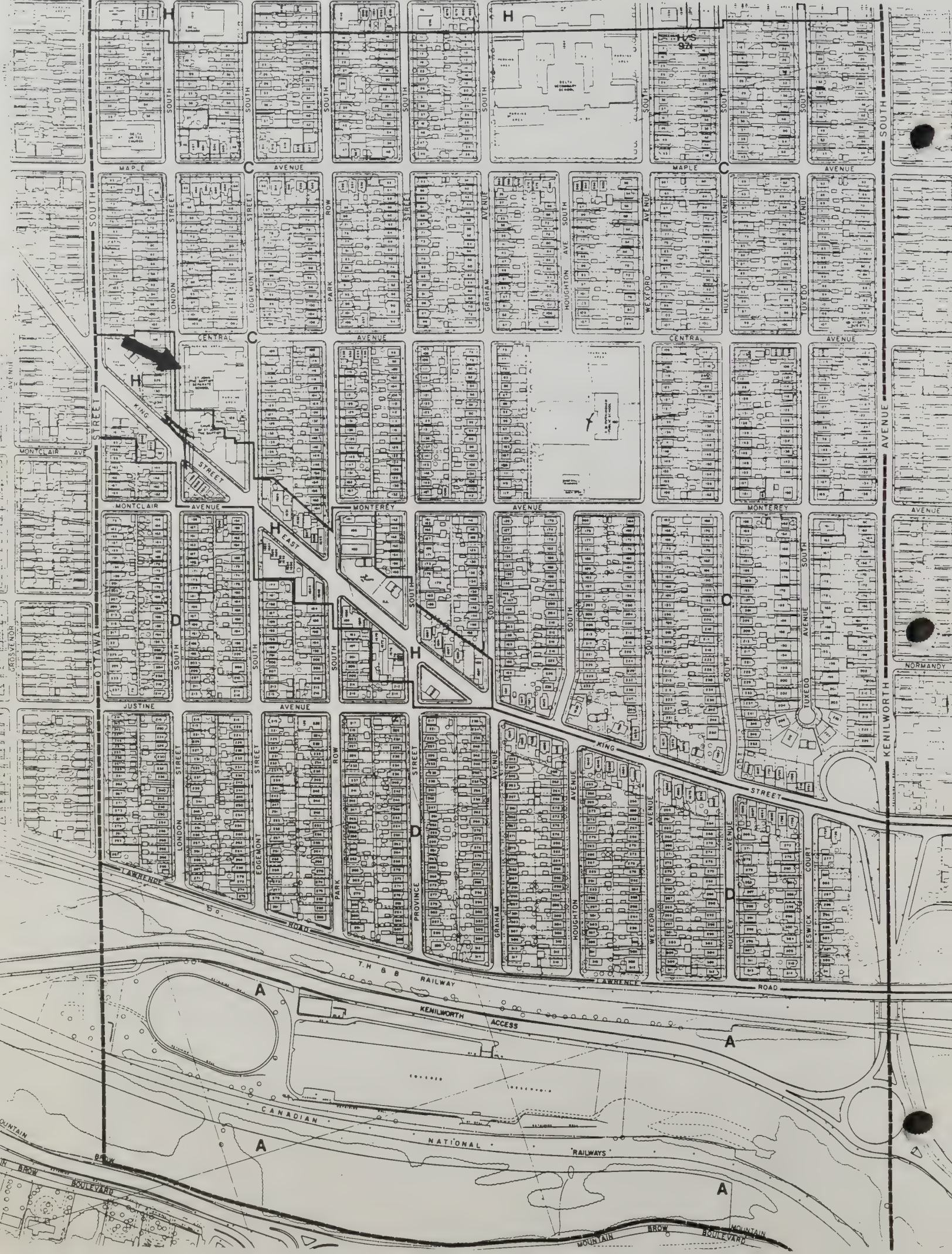
Sufficient funds have been provided in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Principal of St. John School has requested that a "Wheelchair Loading Zone" be implemented on London Street South to accommodate "special needs" students attending the school. Currently, parents of students are utilizing all of the current curbside space to pick up or drop off their children thereby requiring the school bus to stop some distance from the front doors of the school. In order to access the school doors by the shortest distance, it is requested that a "Wheelchair Loading Zone, 24 hours a day, seven days per week" regulation be implemented on the east side of London immediately adjacent to the school doors.

There is presently a "No Parking Anytime" regulation on the east side of London in this area. Thus, there will be no loss of parking which could impact the neighbouring residential properties. Therefore, staff concurs with the request.

TA/MBH/kg


MAPLE AVENUE SOUTH
CENTRAL AVENUE SOUTH
MONTCLAIR AVENUE
MONTEREY AVENUE
JUSTINE AVENUE
KING STREET
LAWRENCE ROAD
T.H. & B. RAILWAY
KENILWORTH ACCESS
CANADIAN NATIONAL RAILWAYS
MOUNTAIN BROW BOULEVARD
OTTAWA STREET
KENILWORTH AVENUE
LONDON STREET
EDGEMONT STREET
PARK ROW
PROVINCE STREET
GRAHAM AVENUE
HOUGHTON AVE SOUTH
WEXFORD AVENUE
HUXLEY AVENUE
TUXEDO AVENUE
KESWICK COURT
NORMANDY
GROSVENOR AVENUE
H
C
D
A

2(B)(iv)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 18
S726-198, S723-66 G. McGuire

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT:

To incorporate certain City land into various streets by By-Laws. (R-96-50)

RECOMMENDATION:

a) That the following City land be incorporated into the following streets:

Lane north of Main St. and east of Dundurn Street	Part 1 on 62R-12903
Donn Avenue	Part 3, 62R-11902
Berkindale Drive	Part 4, 62R-11902
Locheed Drive	Blocks 31&33, 62M-745
Embassy Drive	Block 11, 62M-777
Racalmuto Street	Block 30, 62M-745

b) That the By-Laws to carry out the incorporation of the said land into the foregoing streets be enacted by Council.

c) That the Commissioner of Transportation be authorized and directed to register the By-Laws.

E. M. Gill, P. Eng.
Senior Director
Roads Division

D. Lobo

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

To complete conditions of severance and to complete final street widths, it is necessary to incorporate City land into the road allowance as indicated below. These by-laws have been prepared in a form that is satisfactory to the City Solicitor.

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Lane North of Main Street and east of Dundurn Street	Part 1 on Plan 62R-12903	N/A	To fullfil condition of site plan agreement	S609-01
Donn Avenue	Part 3, 62R-11902	N/A	Condition of Land Severance	S726-198
Berkindale Drive	Part 4, 62R-11902	N/A	Condition of Land Severance	S726-198
Locheed Drive	Blocks 31 & 33, 62M-745	N/A	To complete final street width	S723-66
Embassy Drive	Block 11, 62M-777	N/A	To complete final street width	S723-66
Racalmuto Street	Block 30, 62M-745	N/A	To complete final street width	S723-66

GM KJ

ljm:GM/KML
encls.

cc/Mr. H. Groen, Transportation Department
cc/Mr. F. Angelici, Planning Department
cc/Mr. M. Watson, Property Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 96-

TO INCORPORATE CITY LAND DESIGNATED AS BLOCK 30 ON PLAN 62M-745 INTO RACALMUTO STREET

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Racalmuto Street within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Racalmuto Street.

   All of Block 30 on Plan 62M-745.

   City of Hamilton
   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1996

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 96-

TO INCORPORATE CITY LAND DESIGNATED AS PART 1 ON PLAN 62R-12903 INTO THE LANE ON REGISTERED PLAN 166

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as the lane on Registered Plan 166 within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of the lane on Registered Plan 166.

   Part of Lot 5,6 and 7, Registered Plan 166, designated as Part 1 on Plan 62R-12903.

   City of Hamilton
   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1996

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 96-

TO INCORPORATE CITY LAND DESIGNATED AS PART 4 ON PLAN 62R-11902 INTO BERKINDALE DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Berkindale Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway, to form part of Berkindale Drive.

   Part of Lot 24, Concession 2, in the geographic Township of Saltfleet, designated as Part 4 on Plan 62R-11902.

   City of Hamilton
   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1996

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 96-

TO INCORPORATE CITY LAND DESIGNATED AS PART 3 ON PLAN 62R-11902 INTO DONN AVENUE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Donn Avenue within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Donn Avenue

   Part of Lot 24, Concession 2, in the geographic Township of Saltfleet, designated as Part 3 on Plan 62R-11902.

   City of Hamilton
   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1996

City Clerk

Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 96-

TO INCORPORATE CITY LAND DESIGNATED AS BLOCK 11 ON PLAN 62M-777 INTO EMBASSY DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Embassy Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Embassy Drive.

   All of Block 11 on Plan 62M-777.

   City of Hamilton
   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1996

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 96-

TO INCORPORATE CITY LAND DESIGNATED AS BLOCK 31 AND 33 ON PLAN 62M-745 INTO LOCHEED DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Locheed Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Locheed Drive.

   All of Block 31 and all of Block 33 on Plan 62M-745.

   City of Hamilton
   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1996

City Clerk

Mayor

2(B)(iv)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 13
S715-21 P. Strong
S707-58

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: 1996 Servicing Expenditures Related to Subdivisions (R-96-47)

RECOMMENDATION:

a) That Section 1 of the 3rd Report of the Transport and Environment Committee adopted by City Council on Tuesday, February 11, 1992, for the approval of Schedules for "Gagliano Gardens Addition", be rescinded and replaced with item (b) below.

b i) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in "Gagliano Gardens Addition", Hamilton, **City's Share, $85,575.00 Owner's Share, $190,935.00** be approved and that the amount of $85,575.00 be financed from Account Centre No. 00107 - Reserve for Services Through Unsubdivided Lands.

ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owner of "Gagliano Gardens Addition", Hamilton as well as and any other related documents for this Subdivision subject to the approval of the City Solicitor.

iii) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered.

Cont'd....

Cont'd....

iv) In the event that the owner wishes to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered he should be allowed to do so at their own risk provided that he enter into a standard agreement with the City of Hamilton for pre-servicing.

c) That the City's share of services in "Orchard Park Estates - Phase 1", previously approved in the amount of $223,424.00, be increased to a total of $246,224.00 and that the additional amount of $22,800.00 be financed from Account Centre No. 00107 - Reserve for Services Through Unsubdivided Lands.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The net amount to be financed from all 1996 projects related to subdivision expenditure, including this recommendation is $310,990.07. The 1996 Capital Budget includes a provision of $1,000,000.00 for the City's share of subdivision expenditures in 1996.

BACKGROUND:

"ORCHARD PARK ESTATES - PHASE 1"

Council has previously approved funding for the City's share of costs in "Orchard Park Estates -Phase 1 at their meeting on 1989 October 8 in adopting Item 8 of the Transport and Environment Committee Report 14-89. The City's share for the cost of services at that time was financed through the City's Account for Unsubdivided Land.

The amount of the increase of the City's share, is $22,800.00 for Phase 1. The City originally approved $146,224.00 for Phase 1.

The additional amount for the City's share is associated with the extra depth of the granular base required for the stabilization of final roads due, in general, to the poor soil conditions in the general area of this subdivision.

Cont'd....

The City's share is non-recoverable in the future.

"GAGLIANO GARDENS ADDITION

At its meeting of 1988 October 4, City Council approved the draft plan for Gagliano Gardens Addition subject to certain conditions. The owner is required to enter into a subdivision agreement with the City of Hamilton in order to satisfy engineering and financial requirements of the City. The development of Gagliano Gardens Addition will result in the creation of 33 single family lots for residential use and one Block for future single family development at this time.

As part of this subdivision the City will be cost sharing for the cost of certain services. The City's share of $7,874.93 is for the extra depth asphalt on Eaglewood Drive and is non-recoverable in the future. The portion of the City's share of $77,700.07 is related to the installation of services which are recoverable in the future.

The lands of Gagliano Gardens Addition are located east of Upper Sherman Avenue between Rymal Road East and Stone Church road East in the Butler Neighbourhood.

Note: The engineering schedules for the above-noted subdivisions have been prepared by the Developers' Consulting Engineers and have been approved by the Manager of Development, of the Regional Environment Department.

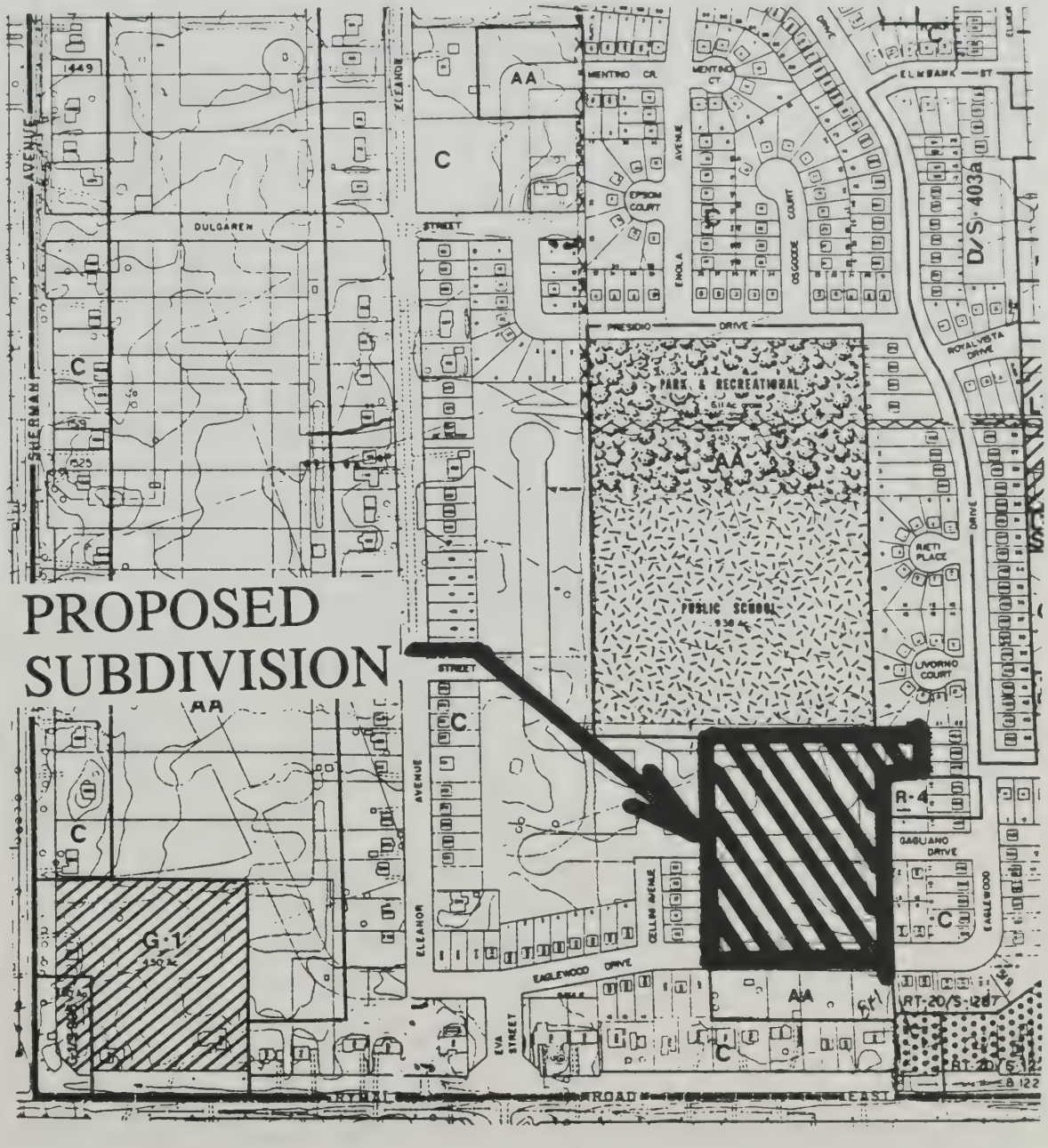
PS
cc: A.C. Ross, City Treasury Department, Att: N. Adhya
cc: Councillor D. Ross, Chairman, Finance and Administration Committee
cc: S. Reeder, Secretary, Finance and Administration Committee

T&E/Disc/PS

1996 SUBDIVISION EXPENDITURE SUMMARY

Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES: 0.3 METRE RESERVE COSTS	CITY'S SHARE OF EXPENDITURES: NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
GAGLIANO GARDENS ADDITION DICENZO CONSTRUCTION COMPANY LIMITED A.J. CLARKE AND ASSOCIATES FILE NO S707-58 P. STRONG	34 LOTS 3 BLOCKS HAMILTON	COUNCIL OCTOBER 4, 1988 ED & P 14-88 ITEM NO	Catch Basins & Connections Curbs & Sidewalks Finished Roads Sewers & Watermains Seeding/Sodding Street Lighting Dead End Barricades Fencing	$22,897.70 $18,397.36 $33,164.09 $0.00 $0.00 $3,117.00 $580.11 $0.00	$0.00 $0.00 $7,418.74 $0.00 $0.00 $0.00 $0.00 $0.00	$85,575.00	$190,935.00	$276,510.00
ORCHARD PARK ESTATES PHASE 1 FILE NO S705-21		COUNCIL 91-10-08 T & E 14-91 Item 8	Catch Basins & Connections Curbs & Sidewalks Finished Roads Sewers & Watermains Seeding/Sodding Street Lighting Fencing	$0.00 $0.00 $0.00 $0.00 $0.00 $0.00 $0.00	$0.00 $0.00 $22,800.00 $0.00 $0.00 $0.00 $0.00	$22,800.00	$0.00	$22,800.00
TOTALS:				$78,156.26	$30,218.74	$108,375.00	$190,935.00	$299,310.00

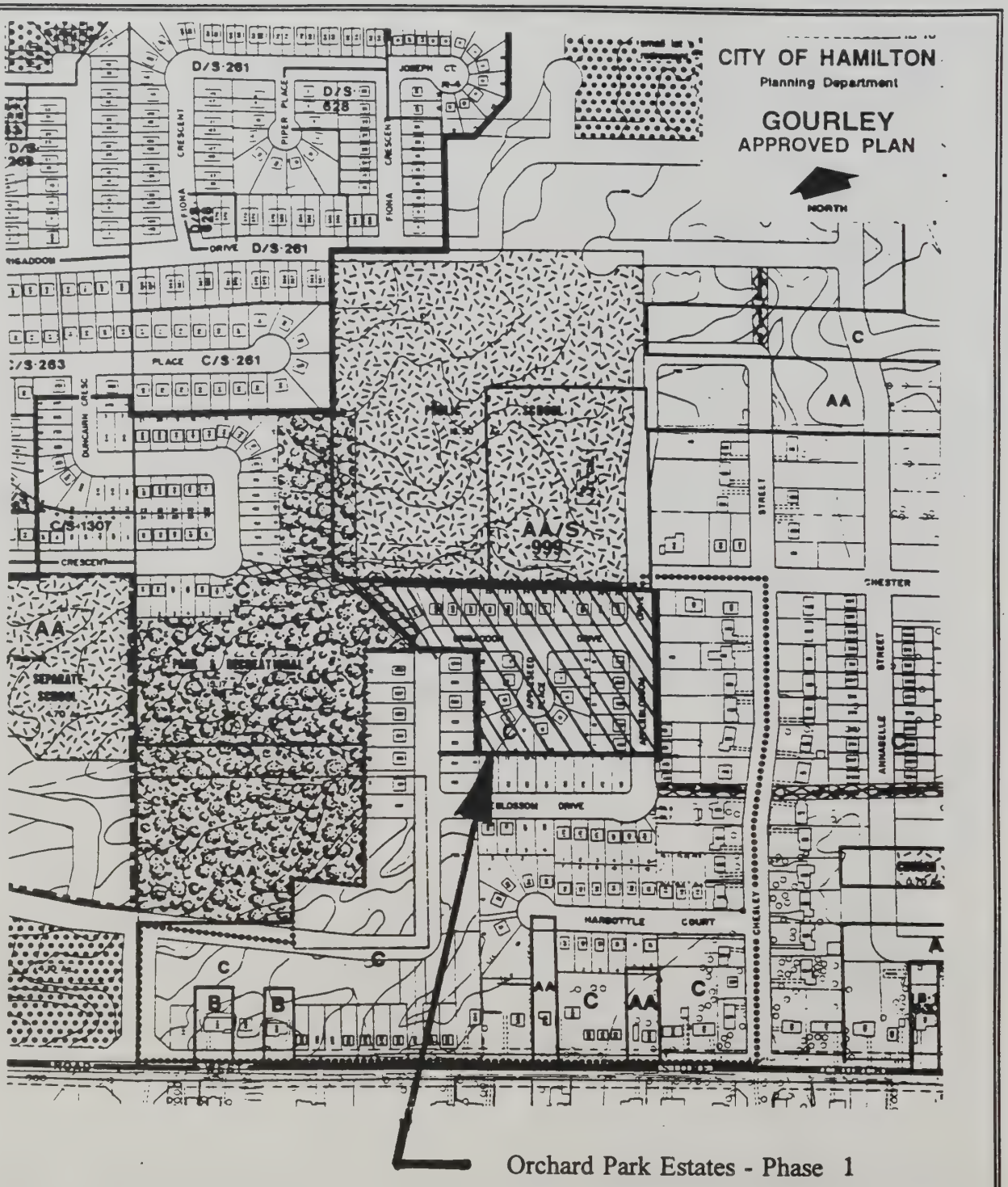
* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable



LOCATION PLAN

"GAGLIANO GARDENS ADDITION", HAMILTON

SUBLIST/DISC



Orchard Park Estates - Phase 1

LOCATION PLAN

SUBLIST/DISC

2(B)(iv)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 24
T103-50 (1252) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Encroachment Agreement, 20 West Avenue North (R-96-48)

RECOMMENDATION:

That the application of the Hamilton Christadelphian Church, owner of 20 West Avenue North, to erect and maintain the encroachment of concrete steps encroaching by approximately 1.0m x 2.2m onto the West Avenue road allowance be approved, during the pleasure of Council, provided:

a) That the owner enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement.

c) That the applicant pay a first year fee of $252. and a subsequent annual fee of $20. as outlined in Schedule "A" of the encroachment agreement.

E. M. Gill, P. Eng.
Senior Director
Roads Division

D. Lobo

Cont'd...

Encroachment Agreements
Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

An application to enter into an encroachment agreement with the City has been received from the Hamilton Christadelphian Church owner of 20 West Avenue North.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. Council has allowed these types of encroachments in the past.

JKC:
cc: A. Ross, City Treasurer

2(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 30

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

TRANSPORTATION AND ENVIRONMENT COMMITTEE

Date	From	Subject	Date Distributed
September 9	Commissioner of Public Works & Traffic	Quarterly Report as at June 30, 1996 for the Public Works & Traffic Dept.	1996 September 10
September	Ontario Good Roads Association	Monthly Bulletin	1996 September 13
September 17	Chrysalis Environmental Research and Consulting	Decision on Encroachment Application for SWARU	1996 September 18
September 20	Commissioner of Public Works & Traffic	1996 Road and Sidewalk Capital Improvement Programme - Status Report	1996 September 20
September 24	Commissioner of Public Works & Traffic	Proposed Road Closure: Upper Horning Road (R-96-46a)	1996 September 25

Kevin C. Christenson, Secretary
1996 September 30

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URBAN MUNICIPAL

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GOVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1996 November 4
9:30 o'clock a.m.
Room 233, City Hall

THE URBAN MUNICIPAL COLLECTION
2ND FLOOR
HAMILTON PUBLIC LIBRARY

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS:** (9:30 o'clock a.m.)

   (a) Proposed Alleyway Closure - 139 Glenfern Avenue

   (b) Sale By-law for the closed alley parallel to Tisdale Street, between King Street and Main Street

   (c) Sale By-law for the closed alley lying north of No. 95 Ferguson Avenue South

2. **CONSENT AGENDA**

3. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

   (i) PUBLIC WORKS DIVISION

   (a) Public Works & Traffic Department - Streets, Local Roads and Fleet Services Divisions 1997-2006 Provisional Capital Budget

(b) Proposed Hot-in-Place Asphalt Recycling Program Expansion

(ii) TRAFFIC DIVISION

Traffic Division Projects, 1997-2006 Capital Budget

(iii) CITY ENGINEER

(a) Provincial Environmental Services Inc.
Application for a Waste Disposal Site (Processing)
Certificate of Approval No. A650121

(Tabled from 1996 September 16 T&E Meeting)

(b) Plastimet Inc. Application for a Waste
Disposal Site (Processing) Certificate of Approval No. A650120

(c) Hamilton Bio Conversion Inc. Application to Amend Provisional Certificate of Approval No. A650025 for a Waste Disposal Site (Processing)

(d) I. W. & S. Ferrous Limited
Application to Amend Provincial
Certificate of Approval No. A130119 for a Waste Disposal Site

(e) Remedial Action Program: Closed Landfill Sites (ENV 96-094)

(f) 1997 - 2006 Provisional Capital Budget - Roads Division

4. **DIRECTOR OF PROPERTY/CHIEF ADMINISTRATIVE OFFICER**

Sale of City Lands to Philip Enterprises Inc.

5. **ALDERMAN D. WILSON**

Tree Root/Sewer Reimbursement Policy

6. **OTHER BUSINESS**

7. **ADJOURNMENT**

Transport and Environment Committee
Outstanding Items

No.	Items	Original Date	Action	Status
1.	Easement Agreement Eaglewood Drive/Eleanor Neighbourhood	1995 February 6	Director of Property	Report Back
2.	Transfer of responsibilities from the Region to the City respecting services provided to the City through the Transport and Environment Committee	1996 April 1	Commissioner of Public Works and Traffic	Report Back
3.	Just Desserts - No. 1400 Upper James Street - Outdoor Patio	1996 June 17	Roads Department Staff	Report Back
4.	Installation of Bus Shelters in Gore Park following the installation of the Gore Park Fountain	1996 June 17	Commissioner of Traffic and Environmental Services	Report Back
5.	2:00 a.m. Parking Regulation	1996 August 19	Commissioner of Public Works and Traffic	Report Back

Kevin C. Christenson, Secretary
1996 November 4

1(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 29
T103-03(300) G. Aston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Proposed Alleyway Closure
Glenfern Avenue to Amelia Street (R-96-25a)

RECOMMENDATION:

a) That the Committee receive and consider any representations made by the public as a result of the public notification of the proposed alleyway closure between Glenfern Avenue and Amelia Street, and defer making a decision until the next meeting of the Committee.

E. M. Gill, P. Eng.
Senior Director
Roads Division

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

An application for the closure of a public assumed alley was received by this Department from the applicants, Ms. M. Botts, Dr. R. Pudritz and Ms. P. Monger, who indicated they wished the alleyway closed in order to consolidate their properties. Residents in the area had

Cont'd...2

been using the private property adjacent to the alley as a route between Glenfern Avenue and Amelia Street. Previous understandings between Dr. Pudritz and Ms. Monger and the residents to allow for this use have recently been strained.

At the meeting of 24 September 1996 your Committee directed that a notice of the proposed closure be advertised in accordance with the Municipal Act and that staff meet with the affected parties to try to arrive at an acceptable solution to the neighbourhood problem.

On 23 October 1996, Messrs. A. Zuidema, R. Meiers, G. Aston met with the applicants and their solicitor, Mr. P. Tice, and with representatives of the residents on Amelia Street, Mr. J. Fyshe and Ms. M. Leckenby. At that meeting, mediated by Mr. Zuidema, substantial progress was made to arrive at an acceptable solution. Because of the complexity of the issues, a final determination has not yet been made, but it is likely that a conclusion will be reached prior to the next meeting of the Transport & Environment Committee.

As the notification of the closure has been advertised, it is necessary to receive any submissions from the public at this meeting; however, a recommendation to Council may be postponed. Given the likelihood of a resolution among the neighbours, it is recommended that a recommendation not be made at this time.

:ga

c.c. A. Zuidema, Solicitor, Law Department
R. P. Meiers, Operations Engineer, Public Works and Traffic Department
Alderman M. Caplan, Alderman, Ward 1
Alderman M. Kiss, Alderman, Ward 1

kirkendall neighbourhood association
. . . Helping to Create & Maintain a Healthy Neighbourhood . . .

October 1, 1996

Mr. Kevin Christenson
Committee Secretary
Transportation & Environment Committee
City of Hamilton

Dear Sir:

At its September 16, 1996, Executive Committee Meeting, the Kirkendall Neighbourhood Association discussed the issue of closure of the City alleyway between Amelia and Glenfern Streets in southwest Hamilton. It is our understanding that an adjacent property owner has asked the City to close this alleyway and sell it to him.

Regardless of the outcome of the Amelia/Glenfern alleyway situation, our Neighbourhood Association is opposed to the deterioration or loss of City infrastructure in our neighbourhood.
As an alternative, we encourage the City to prevent private landscaping or building encroachments into alleyways because this creates a situation where the expedient way to resolve these encroachments is to close and sell alleyways on a piecemeal basis. We encourage the City to take a "bigger picture" perspective when considering alleyway closures. In our view, the preferred approach would be to keep the alleyways free from encroachments thereby allowing their continued use by neighbourhood residents. This is particularly important for pedestrian access through unpaved alleyways. Alleyways add interest and vitality to neighbourhoods and contribute to neighbourhood stability.

I request that you bring this letter to the attention of the Transportation and Environment Committee at such time as the Committee considers the Amelia/Glenfern alleyway closure.

Yours very truly,

Wanda Crouse

Wanda Crouse
Executive Member
Kirkendall Neighbourhood Association

1(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 24
S610-03 G. McGuire

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT:

Sale By-Law for the closed alley parallel to Tisdale Street, between King Street and Main Street. (R-96-53)

RECOMMENDATION:

That the appropriate by-law for the sale of the subject land being described as;

> Part of the 11 foot alley on Registered Plan 224, being parallel to Tisdale Street, between King Street and Main Street, designated as Parts 1, 2 and 3, on Plan 62R-5120 and Parts 1 and 2, on Plan 62R-13270, as closed by Judge's Order 174069 VM,

be forwarded to City Council for enactment.

E. M. Gill, P. Eng.
Senior Director
Roads Division

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The funds derived from this sale, a sum of $4,770.00 will be credited to Account No. CH4X501-00102 (Reserve for Property Purchases).

(cont'd pg 2)

BACKGROUND:

The City Council at its meeting on 1996 October 13, adopted Item 22 of the 9th Report of the Transport and Environment Committee to authorize the sale of surplus City land as described on proceeding page, to the Hamilton Automobile Club and to Maindale Properties Limited.

The sale has been advertised for four (4) consecutive weeks in the Hamilton Spectator as required by Section 300 of the Municipal Act. To date, no objections have been received for the subject property. Therefore, it is necessary to pass this by-law in order to complete the sale.

cb:GM/KML
Encls.

cc/F. Angelici, Planning Department
cc/M. Watson, Property Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 96-

TO AUTHORIZE THE SALE OF THE CLOSED ALLEY PARALLEL TO TISDALE STREET, BETWEEN KING STREET & MAIN STREET, AS CLOSED BY JUDGE'S ORDER 174069 VM, DESIGNATED AS PARTS 1 AND 2, ON PLAN 62R-13270 AND PARTS 1, 2 AND 3, ON PLAN 62R-5120

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close, sell or retain any highway or part of a highway;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 22 of the 9th Report of the Transport and Environment Committee on 1996 June 25, authorized the City to sell part of the alley parallel to Tisdale Street, between King Street and Main Street, designated as Parts 1 and 2, on Plan 62R-13270 and Parts 1, 2 and 3, on Plan 62R-5120, as closed by Judge's Order 174069 VM;

AND WHEREAS The Corporation of the City of Hamilton is the owner of the above described lands;

AND WHEREAS notice of the City's intention to pass this By-Law has been published as required by Section 300 of the Municipal Act for four consecutive weeks in the Hamilton Spectator, a newspaper having general circulation in the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of this By-Law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the sale of the closed portion of the alley between King Street and Main Street, described as;

   Part of an 11 foot alley on Registered Plan 224, being parallel to Tisdale Street, between King Street and Main Street, as closed by Judge's Order 174069 VM, designated as Parts 1 and 2, on Plan 62R-13270 and Parts 1, 2 and 3, on Plan 62R-5120.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

   Is hereby authorized.

2. That an offer to purchase a portion of the above described closed alley, designated as Parts 1, 2 and 3, on Plan 62R-5120 and Part 1, on Plan 62R-13270, be extended to the Hamilton Automobile Club for the sum of $4,480.00, subject to the highway closing and sale provisions in the Registry Act and the Municipal Act.

(cont'd pg 2)

3. That an offer to purchase a portion of the above described closed alley, designated as Part 2, on Plan 62R-13270, be extended to Maindale Properties Limited for the sum of $290.00, subject to the highway closing and sale provisions in the Registry Act and the Municipal Act.

PASSED this day of A.D. 1996

City Clerk

Mayor

1(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 24
S610-03 G. McGuire

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT:

Sale By-Law for the closed alley lying north of 95 Ferguson Avenue South. (R-96-52)

RECOMMENDATION:

That the appropriate by-law for the sale of the subject land being described as;

> Part of the alley lying north of Lot 6, as closed by Judge's Order VM232957, on Registered Plan 31, designated as Part 1, on Plan 62R-13138;

be forwarded to City Council for enactment.

E. M. Gill, P. Eng.
Senior Director
Roads Division

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The fair market value of the alley has been set at $2.00 by the Property Department.

BACKGROUND:

The City Council at its meeting on 1996 September 24, adopted Item 23 of the 12th Report of the Transport and Environment Committee and authorized the sale of part of the alley to Edward Adrian and Paul Bellemore.

(cont'd pg 2)

BACKGROUND (cont'd):

The sale has been advertised for four (4) consecutive weeks in the Hamilton Spectator as required by Section 300 of the Municipal Act. To date, no objections have been received for the subject property. Therefore, it is necessary to pass this by-law in order to complete the sale.

cb:GM/KML
Encls.

cc/F. Angelici, Planning Department
cc/M. Watson, Property Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 96-

TO AUTHORIZE THE SALE OF PART OF THE ALLEY ADJACENT TO 95 FERGUSON AVENUE SOUTH, AS CLOSED BY JUDGE'S ORDER VM232957, DESIGNATED AS PART 1, ON PLAN 62R-13138

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close, sell or retain any highway or part of a highway;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 23 of the 12th Report of the Transport and Environment Committee on 1996 September 24, authorized the City to sell part of the alley immediately north of Lot 6, Registered Plan 31, designated as Part 1, on Plan 62R-13138, as closed by Judge's Order VM232957;

AND WHEREAS The Corporation of the City of Hamilton is the owner of the above described lands;

AND WHEREAS notice of the City's intention to pass this By-Law has been published as required by Section 300 of the Municipal Act for four consecutive weeks in the Hamilton Spectator, a newspaper having general circulation in the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of this By-Law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the sale of part of the alley lying north of 95 Ferguson Avenue South, described as;

   Part of the alley lying north of Lot 6, as closed by Judge's Order VM232957, on Registered Plan 31, designated as Part 1, on Plan 62R-13138.

   City of Hamilton
   Regional Municipality of Hamilton-Wentworth
   Is hereby authorized.

2. That an offer to purchase the above described portion of the alley be extended to Edward Adrian and Paul Bellemore for the sum of $2, subject to the highway closing and sale provisions in the Registry Act and the Municipal Act.

PASSED this day of A.D. 1996

City Clerk

Mayor

3(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 25

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Public Works & Traffic Department - Streets, Local Roads and Fleet Services Divisions 1997-2006 Provisional Capital Budget**

RECOMMENDATION:

1. That the attached capital projects from the Public Works and Traffic Department - Streets, Local Roads and Fleet Services Divisions be considered for inclusion in the ten year 1997-2006 Provisional Capital Budget, and

2. That these capital projects be reviewed by the Management Team (Capital Budget Sub-Committee) for consideration by the Committee of the Whole and City Council.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

To be reviewed by the Management Team.

BACKGROUND:

The attached Tables 1, 2 and 3 show the 1997-2006 Provisional Capital Budget Program for the Streets, Local Roads and Fleet Services Divisions of the Public Works and Traffic Department.

In each Division, a new figure appears in the horizon year 2006, however there is no change in the figures for the years 1997 to 2005 in the approved 1996 to 2005 Capital Budget.

D. Lobo

RPM/jd
attachment

c.c. N. Adhya, Treasury
c.c. S. Reeder, Secretary, Finance & Administration Committee

The Corporation of the City of Hamilton

Table 1

1997-2006 PROVISIONAL CAPITAL BUDGET PROGRAM

September - 1996

PUBLIC WORKS & TRAFFIC - STREETS DIVISION

1997 PROJ NO.	DEPT.	PROJECT DESCRIPTION	PROJECT START	PROJECT FINISH	GROSS COST	RECEIPTS SUBSIDY	NET FINANCING 1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	ANNUAL OPERATING COST	1996 PROJ NO.
1.0	PWD-S	CITY'S SHARE OF LOCALS - RESIDENTIAL	1997	1997	250		250											77.1
2.1	PWD-S	CITY'S SHARE OF LOCALS - RESIDENTIAL	1998	1998	250			250										77.2
2.2	PWD-S	CITY'S SHARE OF LOCALS - RESIDENTIAL	1999	1999	250				250									77.3
2.3	PWD-S	CITY'S SHARE OF LOCALS - RESIDENTIAL	2000	2000	250					250								77.4
2.4	PWD-S	CITY'S SHARE OF LOCALS - RESIDENTIAL	2001	2001	250						250							78.1
3.1	PWD-S	CITY'S SHARE OF LOCALS - RESIDENTIAL	2002	2002	250							250						78.2
3.2	PWD-S	CITY'S SHARE OF LOCALS - RESIDENTIAL	2003	2003	250								250					78.3
3.3	PWD-S	CITY'S SHARE OF LOCALS - RESIDENTIAL	2004	2004	250									250				78.4
3.4	PWD-S	CITY'S SHARE OF LOCALS - RESIDENTIAL	2005	2005	250										250			78.5
3.5	PWD-S	CITY'S SHARE OF LOCALS - RESIDENTIAL	2006	2006	250											250		NEW
4.0	PWD-S	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM -LOCAL ROADS PHASE	1997	1997	700		700											80.0
5.0	PWD-S	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM	1997	1997	6,671		6,671											81.1
6.1	PWD-S	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM	1998	1998	7,215			7,215										81.2
6.2	PWD-S	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM	1999	1999	7,546				7,546									81.3
6.3	PWD-S	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM	2000	2000	7,991					7,991								81.4
6.4	PWD-S	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM	2001	2001	8,630						8,630							82.1
7.1	PWD-S	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM	2002	2002	8,890							8,890						82.2
7.2	PWD-S	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM	2003	2003	9,160								9,160					82.3
7.3	PWD-S	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM	2004	2005	9,445									9,445				82.4
7.4	PWD-S	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM	2005	2005	9,739										9,739			82.5
7.5	PWD-S	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM	2006	2006	10,031											10,031		NEW
8.0	PWD-S	FLOWER PLANTING IN RECONSTRUCTED CONCRETE MEDIANS - CENTENNIAL	1997	1997	320		320										126	100.5
9.1	PWD-S	CONSTRUCTION - MAINTENANCE OF CITY'S PARKING LOTS	2001	2001	50						50							84.5
9.2	PWD-S	CONSTRUCTION - MAINTENANCE OF CITY'S PARKING LOTS	2002	2002	50							50						84.6
9.3	PWD-S	CONSTRUCTION - MAINTENANCE OF CITY'S PARKING LOTS	2003	2003	50								50					84.7
9.4	PWD-S	CONSTRUCTION - MAINTENANCE OF CITY'S PARKING LOTS	2004	2004	50									50				84.8
9.5	PWD-S	CONSTRUCTION - MAINTENANCE OF CITY'S PARKING LOTS	2005	2005	50										50			84.9
9.6	PWD-S	CONSTRUCTION - MAINTENANCE OF CITY'S PARKING LOTS	2006	2006	50											50		NEW
10.0	PWD-S	ENHANCED STREETSCAPING	2002	2002	36							36					19	97.1
11.0	PWD-S	WATER TRUCK - TRAFFIC ISLAND PROGRAMME	2003	2003	68								68				9	98.0
		1997 - Sub-Total - Streets Division (net City Costs - 89,242)			89,242	0	7,941	7,465	7,796	8,241	8,930	9,226	9,528	9,745	10,039	10,331	154	
12.0	PWD-S	MOTOR VEHICLE REQUIREMENTS - SIGNALS AND HOISTS	2006 & AFTER		72											72	0	96.0
13.0	PWD-S	ENHANCED STREETSCAPING	2006 & AFTER		72											72	12	97.2
14.0	PWD-S	FORESTRY RENOVATION - UPPER OTTAWA YARD	2006 & AFTER		90											90	0	99.0
15.0	PWD-S	CONSTRUCT SERVICE GARAGE - BRAMPTON YARD	2006 & AFTER		1,284											1,284	0	100.0
		1997 - Total - Streets Division (net City Costs - 90,760)			90,760	0	7,941	7,465	7,796	8,241	8,930	9,226	9,528	9,745	10,039	11,849	166	

The Corporation of the City of Hamilton

Table 2

1997-2006 PROVISIONAL CAPITAL BUDGET PROGRAM

September - 1996

PUBLIC WORKS & TRAFFIC - FLEET DIVISION

1997 PROJ NO.	*DEPT.*	*PROJECT DESCRIPTION*	*PROJECT START*	*FINISH*	*GROSS COST*	*RECEIPTS SUBSIDY*	*NET FINANCING 1997*	*1998*	*1999*	*2000*	*2001*	*2002*	*2003*	*2004*	*2005*	*2006*	*1996 PROJ NO.*
1.0	PWD-F	REPLACEMENT OF COMPUTERIZED FUEL CONTROL SYSTEM	2002	2002	174							174.0					63.0
2.0	PWD-F	VEHICLE REPLACEMENT PROGRAM	1997	1997	2,456		2,456										65.1
3.1	PWD-F	VEHICLE REPLACEMENT PROGRAM	1998	1998	2,530			2,530									65.2
3.2	PWD-F	VEHICLE REPLACEMENT PROGRAM	1999	1999	2,606				2,606								65.3
3.3	PWD-F	VEHICLE REPLACEMENT PROGRAM	2000	2000	2,684					2,684							65.4
3.4	PWD-F	VEHICLE REPLACEMENT PROGRAM	2001	2001	2,764						2,764						65.5
3.5	PWD-F	VEHICLE REPLACEMENT PROGRAM	2002	2002	2,847							2,847					65.6
3.6	PWD-F	VEHICLE REPLACEMENT PROGRAM	2003	2003	2,933								2,933				65.7
3.7	PWD-F	VEHICLE REPLACEMENT PROGRAM	2004	2004	3,021									3,021			65.8
3.8	PWD-F	VEHICLE REPLACEMENT PROGRAM	2005	2005	3,111										3,111		65.9
3.9	PWD-F	VEHICLE REPLACEMENT PROGRAM	2006	2006	3,205											3,205	NEW
		1997 - Total Fleet Division (net City Costs - 28,331)			28,331	0	2,456	2,530	2,606	2,684	2,764	3,021	2,933	3,021	3,111	3,205	

The Corporation of the City of Hamilton

Table 3

1997-2006 PROVISIONAL CAPITAL BUDGET PROGRAM

September - 1996

PUBLIC WORKS & TRAFFIC - OWNER 'S SHARE OF LOCALS

1997 PROJ NO.	*PROJECT DESCRIPTION*	*PROJECT START*	*FINISH*	*GROSS COST*	*RECEIPTS SUBSIDY*	*NET FINANCING 1997*	*1998*	*1999*	*2000*	*2001*	*2002*	*2003*	*2004*	*2005*	*2006*	*ANNUAL OPERATING COST*	*1996 PROJ NO.*
1.0	OWNER'S SHARE OF LOCAL IMPROVEMENTS - RESIDENTIAL	1997	1997	585.0		585											212.1
2.0	OWNER'S SHARE OF LOCAL IMPROVEMENTS - RESIDENTIAL	1998	2001	2,505.0			600	615	634	646							212.2
3.0	OWNER'S SHARE OF LOCAL IMPROVEMENTS - RESIDENTIAL	2001	2006	3,578.0							675	694	715	736	758		213.0
	1997 - Total - Owner's Share of Locals (net City Costs - 6,668)			6,668	0	585	600	615	634	646	675	694	715	736	758	0	

3(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 29

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: Proposed Hot-in-Place Asphalt Recycling Program Expansion

RECOMMENDATION:

That the Commissioner of Public Works & Traffic be authorized and directed to negotiate a three year price protected quotation for hot-in-place asphalt recycling on City of Hamilton streets at a price not to exceed $\$3.38/m^2$ based on a minimum $300{,}000m^2$ per year with H.I.P. Hot-in-Place Recycling Equipment Inc.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The annual estimate of cost based on $\$3.38/m^2$ and $300{,}000m^2$ is $1,014,000. It is proposed to fund the program from the 1997 - 2006 Capital Budget Road Reconstruction Program.

The proposed annual list of roads to be rejuvenated will be evenly distributed across the City, and derived from input from the Pavement Management System, staff and the Ward Aldermen. The annual list will be reviewed by Committee.

BACKGROUND:

On June 25, 1996, Council in adopting Item 33 of the 9th Report of the Transport & Environment Committee approved the award of a contract for hot-in-place asphalt recycling on various City streets by H.I.P. Hot-in-Place Recycling Equipment Inc. at a total contract price of $306,571.26 and a unit price of $\$3.20/m^2$.

The work was completed during August and October. The improvement to ride quality on the streets has been dramatic and the program has been well received by the public. Other benefits of the process are as follows:

1. one step operation
2. less dust and emissions than conventional milling and overlays
3. less traffic disruption
4. less road down time
5. utilizes existing road materials

Through this proposed three year program, it is envisioned that approximately 1,000, average two-lane City blocks of roadway surface would be rejuvenated. It is important to note that this pavement management process restores the road wearing surface, improving rideability.

The restored roads are more uniform with utility cuts, bumps and patches being smoothed out to one continuous surface. This process is not applicable in all deteriorated road instances as this process does not restore deficiencies in the roads' structural supporting base.

Rejuvenated roads will have reduced maintenance costs and the benefits of the process will vary in duration as a factor of the quality of the road base, depth and type of asphalt and road use characteristics.

RPM/jd
Rpm

c.c. A. Ross, City Treasurer

3(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 15
File No. TEC-186-96 / Author: H. L. Solomon

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Traffic Division Projects, 1997-2006 Capital Budget

RECOMMENDATION:

(a) That the attached Capital Projects of the Department of Public Works and Traffic, Traffic Division, be considered for inclusion in the ten year 1997-2006 Provisional Capital Budget; and,

(b) That these Capital Projects be reviewed by the Management Team (Capital Budget Sub-Committee) for consideration by the Committee of the Whole and City Council.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The two projects recommended in this report are on-going and are require annual funding. The projects were approved for inclusion in the Capital Budget in 1996, and provisionally for 1997 and subsequent years.

BACKGROUND:

The Traffic Division proposes two capital budget projects for the 1997-2006 Capital Budget. A brief explanation and description follows.

1. Traffic Sign Replacement

   With the 1995 revisions to the Ontario Manual of Uniform Traffic Control Devices, certain signs (including stop signs, one-way arrows, hazard markers) must be manufactured using a higher grade of reflective sheeting. This is the material which reflects headlight beams back to the driver.

Not only must all new signs be manufactured using this material, but all existing signs must be upgraded by the year 2002. As six years is far earlier than normal replacement would require, a program must be undertaken to specifically remove and replace the necessary signs in order to meet the provincial schedule.

A brief survey of other Ontario municipalities found that all municipalities intend to comply with the regulations. Therefore, failure to undertake a program to meet the provincial requirements would leave Hamilton in an undesirable position from the point of view of liability.

The process was started in 1995. It is planned to replace 15-20% of signs annually. The signs to be changed are also used on the Regional road system. A capital budget program was approved and undertaken on Regional roads in 1996, with the intention of continuing annually in parallel.

2. Traffic Signal Modernization

The Traffic Division, on behalf of the Regional Roads Department, is undertaking a large scale project to upgrade the basic control units which operate all traffic signals within the Region. This has become necessary, as the old-fashioned equipment which presently operates our traffic signals has become unreliable, and the parts necessary for repair have become virtually unobtainable. The Regional program is based on replacing all traffic signal control units over the next 5 years. It is appropriate to undertake the same improvements at intersections operated under City jurisdiction. There are approximately 20 traffic signals under City jurisdiction and 4 of those were upgraded in 1996. The funding proposed for the traffic signal modernization would allow for upgrading of approximately 4 locations per year, or make provision for improved pedestrian or vehicle flow, as directed by Council.

It is therefore recommended that the above projects be endorsed by the Transport and Environment Committee and forwarded to the Capital Budget Sub-Committee of Management Team for consideration within the capital budget preparation.

HLS/klk
Attach.

c.c. Allan Ross, Treasurer, Treasury Department
N. R. Adhya, Manager of Accounting, Treasury Department
Hart Solomon, P. Eng., Manager of Traffic Engineering and Operations
Department of Public Works and Traffic, Traffic Division

The Corporation of the City of Hamilton

1997-2006 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER _____
(Treasury to complete)

1. **DEPARTMENT/LOCAL BOARD**: Department of Public Works and Traffic, Traffic Division

2. **PROJECT SUMMARY**:
   (a) Name (max. of 45 characters) Traffic Signal Modernization
   (b) Type of Project Replacement/upgrading of traffic signal control units
   (c) Location Various across City of Hamilton
   (d) Scope/Description of Work Modernization of four traffic signals in 1997 and each subsequent year. This program will operate in parallel with a major replacement program on Regional roads. The signal control units have reached the end of their effective life, and replacement parts are no longer available. The units must be replaced before it is impossible to repair them. The replacement will ensure compatibility with the new operating system planned for the Regional system.
   (e) Remarks Program started in 1996. The Region is funding a parallel program with an annual expenditure of $618,000.

3. **REFERENCE TO RELATED PROJECTS**:
   (a) Submitting Department _____
   (b) Project Name _____
   (c) Start Year _____
   (d) Net City Cost _____

4. **DEPARTMENT PRIORITY ORDER**: # 2 of 2

5. **PROJECT JUSTIFICATION ("Yes" or "No")**:

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	Yes
(b)	HEALTH/SAFETY/ENVIRONMENT	Yes
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	No
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	Yes
(e)	ECONOMIC DEVELOPMENT	No
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	Yes
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	Yes
(h)	GROWTH RELATED PROJECT	No

Describe Justification:
The upgrades are required to keep the traffic signals operating, and for compatibility with new master control system funded by the Region. If project is not undertaken, traffic signals would eventually become inoperative and unrepairable. Safety and liability implications would be associated with these failures.

6. **FEASIBILITY STUDY**:
   (a) START DATE (YEAR) _____
   (b) COMPLETION DATE (YEAR) _____
   (c) GROSS COST $ _____

7. **PROJECT**:
   (a) START DATE (YEAR) 1996
   (b) COMPLETION DATE (YEAR) 2005
   (c) GROSS COST (Start Year Dollars) $ 690,000
   (d) LESS PROVINCIAL SUBSIDIES (Describe nature of subsidy) No longer available $ 0
   (e) LESS OTHER RECEIPTS (Specify) _____ $ 0
   (f) NET CITY'S COST $ 690,000

Note: all amounts rounded to the nearest thousand dollars

1997-2006 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER _____
(Treasury to complete)

8. **NET EXPENDITURE BY YEAR:**

- 1997	$ 60,000	- 2002	$ 70,000
- 1998	$ 62,000	- 2003	$ 72,000
- 1999	$ 64,000	- 2004	$ 74,000
- 2000	$ 66,000	- 2005	$ 76,000
- 2001	$ 68,000	- 2006	$ 78,000

9. **ADDITIONAL ANNUALIZED NET OPERATING COSTS/(SAVINGS):**

(a)	Staffing	$ _____
	Building Operations & Maintenance	$ _____
	Other (specify) _____	$ _____
	GROSS COST (All Inclusive)	$ 0
(b)	LESS RECOVERY/REVENUE (specify) _____	$ 0
(c)	NET CITY'S COST	$ 0

Note: Where amounts include operating cost & revenue estimates which impact other City departments, attach addendum breaking down estimates by department.

10. **CAPITAL AND OPERATING ESTIMATE PREPARED BY:**
(a) Project Manager's Name _____
(b) Basis of assumptions Cost of materials, labour, vehicle use estimated from previous work.

11. **WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET PROGRAM?**
No _ Yes X; if yes,

(a)	PROJECT NO. (Per 1996-2005 Capital Budget Program)	74.1 to 74.9
(b)	AT CITY'S COST OF	$ 75,000 (1997) $ 92,000 (2005) annually
(c)	SCHEDULED TO START IN THE YEAR	1996-2004

Sep. 10th 96

Signature of Department Head/ Local Board Manager — *Date*

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12. ***FUNDING (Treasury Department To Complete):***

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes __ *No* __

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1997-2006 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER _____
(Treasury to complete)

1. **DEPARTMENT/LOCAL BOARD:** Department of Public Works and Traffic, Traffic Division

2. **PROJECT SUMMARY:**
   (a) Name (max. of 45 characters) Traffic Sign Replacement
   (b) Type of Project Replace signs to upgrade reflectivity
   (c) Location Across entire City of Hamilton
   (d) Scope/Description of Work The Ontario Manual of Uniform Traffic Control Devices was revised in May of 1995. This quasi-legal manual now requires certain signs (including stop signs, one-way arrows, hazard markers, etc.) to be manufactured with a higher grade of reflective sheeting. The manual also dictates that all **existing** signs be upgraded by 2002. Since the average lifespan of a sign in Hamilton is 12-15 years, it is not possible to replace signs only as they become damaged or worn - the signs must be replaced in a formal program.
   (e) Remarks The replacement program was started in 1995 and proposes to replace about 16% of the signs annually. The Region is undertaking a similar program at an annual cost of $80,000.

3. **REFERENCE TO RELATED PROJECTS:**
   (a) Submitting Department _____
   (b) Project Name _____
   (c) Start Year _____
   (d) Net City Cost _____

4. **DEPARTMENT PRIORITY ORDER:** # 1 of 2

5. **PROJECT JUSTIFICATION ("Yes" or "No"):**

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	Yes
(b)	HEALTH/SAFETY/ENVIRONMENT	Yes
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	Yes
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	No
(e)	ECONOMIC DEVELOPMENT	No
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	No
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	Yes
(h)	GROWTH RELATED PROJECT	No

Describe Justification:
As noted, the change to the Provincial standard dictates that the signs must be upgraded by the deadline imposed. If project not undertaken, safety may be lower due to less visible signs. A large liability risk is associated with not following the direction of the Manual of Uniform Traffic Control Devices - especially if the upgrades are made to signs on Regional roads and not made on City streets.

6. **FEASIBILITY STUDY:**

(a)	START DATE (YEAR)	
(b)	COMPLETION DATE (YEAR)	
(c)	GROSS COST	$

7. **PROJECT:**

(a)	START DATE (YEAR)	1996
(b)	COMPLETION DATE (YEAR)	2001
(c)	GROSS COST (Start Year Dollars)	$ 450,000
(d)	LESS PROVINCIAL SUBSIDIES (Describe nature of subsidy) Subsidies are no longer available	$ 0
(e)	LESS OTHER RECEIPTS (Specify) _____	$ 0
(f)	NET CITY'S COST	$ 450,000

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1997-2006 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER ____
(Treasury to complete)

8. **NET EXPENDITURE BY YEAR:**

- 1997	$ 75,000	- 2002	$
- 1998	$ 75,000	- 2003	$
- 1999	$ 75,000	- 2004	$
- 2000	$ 75,000	- 2005	$
- 2001	$ 75,000	- 2006	$

9. **ADDITIONAL ANNUALIZED NET OPERATING COSTS/(SAVINGS):**

(a) Staffing $ ____
Building Operations & Maintenance $ ____
Other (specify) ____ $ ____

GROSS COST (All Inclusive) $ (4,000)

(b) LESS RECOVERY/REVENUE (specify) ____ $ ____

(c) NET CITY'S COST $ (4,000)

Note: Where amounts include operating cost & revenue estimates which impact other City departments, attach addendum breaking down estimates by department.

10. **CAPITAL AND OPERATING ESTIMATE PREPARED BY:**

(a) Project Manager's Name Hart Solomon
(b) Basis of assumptions Cost of materials, labour, vehicle use estimated from previous work

11. **WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET PROGRAM?**
No _ Yes X; if yes,

(a) PROJECT NO. (Per 1996-2005 Capital Budget Program) 72.1-72.6

(b) AT CITY'S COST OF $ 75,000 annually

(c) SCHEDULED TO START IN THE YEAR 1996-2001

Signature of Department Head/ Local Board Manager

Sep. 12th 96.
Date

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12. *FUNDING (Treasury Department To Complete):*

(a) NATURE OF PROPOSED FINANCING: ____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes __ *No* __

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ ____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ ____

Note: all amounts rounded to the nearest thousand dollars

3(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 9
V. Sferrazza SWE308-07P

REPORT TO: K. Christenson, Secretary
Transport & Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: **Provincial Environmental Services Inc.**
Application for a Waste Disposal Site (Processing)
Certificate of Approval No. A650121

RECOMMENDATION:

a) That the West Central Branch of the Ministry of the Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to Provincial Environmental Services receiving a Certificate of Approval for a Waste Disposal Site (Processing) for the site located at 97 Frid Street, Hamilton, provided that all environmental safeguards normally associated with the proposed activities are implemented to the satisfaction of the MOEE, and that all applicable City By-Laws are complied with fully.

b) That a copy of this report be forwarded to the MOEE West Central Branch for consideration.

c) That the MOEE be requested to forward a copy of the final Provisional Certificate of Approval for Provincial Environmental Services to the City of Hamilton.

D. Lobo
Commissioner of Public Works and Traffic

J. D. Thoms
Commissioner
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The West Central Region of the Ministry of the Environment and Energy has received an application from Provincial Environmental Services Inc., requesting a Provisional Certificate of Approval No. A650121 for a Waste Disposal Site (Processing) located at 97 Frid Street, Hamilton. In keeping with the established policy, MOEE officials have requested the City of Hamilton to comment on the viability of the proposal from a municipal jurisdictional perspective.

Provincial Environmental Services is a waste management company which has been in operation at 97 Frid Street for the past four years. The company provides waste management services to the industrial, commercial and institutional sectors which includes the transportation of waste, and recycling otherwise hazardous chemicals. Presently, the company has no handling or processing capabilities on site and must transport acceptable waste to end users within seven days.

The proponent proposes to use and operate a waste processing site with a total area of .34 hectares, for the transfer and processing of liquid industrial, hazardous and non-hazardous waste up to 100 tonnes per day. The total amount of waste and processed material stored at the site will not exceed 280 tonnes at any time. Normal storage will be thirty days or less, up to a maximum of 180 days. The site will be in operation for 365 days a year at 24 hours each day. The capacity to process and store waste on site will create efficiencies through economies of scale and enable Provincial to procure contracts with additional end-users and businesses.

The present use of the site includes a warehouse, an auto repair shop and offices. These operations will be discontinued to accommodate the new use and the renovations to the building. The new operation will not proceed until all permits are received and all renovations completed. The wastes will be bulked in various locations in the plant. For instance, all flammable materials will be bulked in the flammable storage area or the lab pack storage area.

The vast majority of the proposed processing activity at this facility will be bulking and blending of like solid and liquid hazardous and non-hazardous waste materials in order to improve the ease of handling, transportation and ultimate disposal of the wastes that are received. Provincial will also undertake shredding hazardous and non-hazardous waste, consumer products, recyclable materials and empty containers and liners. Any material that would present a noticeable hazard such as compressed gas cylinders, flammable or combustible materials or reactive substances will not be shredded. Further processing activities will include the decommissioning of aerosol cans and crushing/compacting empty containers as defined by regulation 347 of the Environmental Protection Act.

All wastes will be transferred from the site in question to licensed recycling or disposal facilities with the emphasis directed at recycle options. The facility will not provide permanent or long-term storage of waste materials beyond the period requested in the application.

Processing at the location will be limited to refrigerant collection, aerosol decommissioning, shredding and crushing. There will be NO radioactive materials, PCB's, explosives, animal wastes or infectious wastes received at this facility. All materials will undergo a series of laboratory tests to ensure compatibility and acceptability. Packed asbestos wastes will not be opened at this facility, nor will any wastes that are determined to pose a hazard to the employees or the environment. A rejection procedure for partial and whole loads has been developed and will be applied to each incoming transport of waste (Please see appendix A for a complete list of acceptable wastes).

The proposed processing site will service all municipalities and industries within the Province of Ontario. Provincial Environmental plans to service, primarily, the small quantity generators of waste.

The City acknowledges and supports Provincial Environmental Services Inc.'s work which minimizes waste generation and maximizes resource conservation. Furthermore, the City strongly endorses ventures which will improve Hamilton's economy and generate local full-time employment opportunities in the short and long-term, especially those involved in the environmental industry. Expanding Provincial's current operations will equate to the creation of 15 combined permanent technical, labour and professional jobs.

In order to satisfy the City's regulatory mandate, as well as the MOEE's request for comments, staff from pertinent City of Hamilton and Regional Departments, were requested to review the background documentation provided by Provincial Environmental Services Inc. and the MOEE, and subsequently submit any comments or concerns they might have on the proposed facility. Requests for comments were made to Traffic, Fire, Industrial Waste, Field Services, Local Planning, Regional Strategic Planning, Environmental Health Services, Building and Noise Control of Public Works.

Staff have discussed the proposed application with the proponent and the MOEE to determine if there are any outstanding City and Regional concerns which may not have been addressed in their proposal.

It was determined that the proposal would not compromise any City and Regional solid waste management initiatives, have any impact on the sewer system, or conflict with the City of Hamilton Official Plan. The proposed site is located in a heavy industrial area, surrounded by industrial operations and separated from residential uses to the east by railway lines and other industrial development. Ultimately, there were no objections expressed by any City and Regional Departments regarding the request for an amendment to the proponents Certificate of Approval.

The facility has been evaluated in terms of potential air quality and odour, water, noise and visual impacts. Negative impacts resulting from this proposed operation are minimal. The benefits, on the other hand, are expected to be quite significant in terms of waste reduction, product recycling, and short and long-term economic spin-offs.

The comments which the MOEE staff receive from the City are considered in their final evaluation and decision in granting a Provisional Certificate of Approval to the proponent.

:VS - Attach.

APPENDIX A: ACCEPTABLE WASTES FOR PROCESSING

1. Typical Materials to be Shredded

Solid and Liquid Non-Hazardous Wastes

papers, plastics, glass and metals, tin and aluminum

Solid and Liquid Hazardous Wastes

pharmaceuticals, non-ignitable laboratory chemicals, hygiene products, cosmetics, non-putrescible food products

2. Aerosol Can Decommissioning

Types

steel cans used for cleaners, pesticides, deodorants

3. Crushing/Compacting

Types

waste drums and other waste receptacles, empty liners, depressurized aerosol containers

4. Other

Provincial Environmental Services Inc. will accept chlorofluorocarbon (CFC's) wastes and products and Lab-Packs. Because lab-packs can vary in composition and package quality as well as in the way they are inventoried, the company will make an effort to consult with all generators and/or qualified waste brokers of lab-packs, prior to any waste shipments.
The segregation of lab-packs are as follows: Inorganic alkaline chemicals, organic bases, inorganic alkaline salts and elements, acids, inorganic acidic salts, organic liquids, solid organic compounds, inorganic oxidizers, inorganic cyanides, pesticides and herbicides, reactive materials, shock sensitive materials, paints, varnishes and solvents, resins, glues and adhesives, compressed gases and aerosol containers, class 1a flammable liquids and asbestos wastes.

* All operations involving processing, handling, storage and transfer of acceptable wastes will be performed in accordance with all pertinent regulations of the Environmental Protection Act.

3(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 29
SWE308-07-P V. Sferrazza

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Public Works and Traffic Department

SUBJECT: **Plastimet Inc. Application for a Waste Disposal Site (Processing) Certificate of Approval No. A650120**

RECOMMENDATION:

a) That the West Central Branch of the Ministry of the Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to Plastimet Inc. receiving a Certificate of Approval for a Waste Disposal Site (Processing) for the site located at 363 Wellington Street North, Hamilton, provided that all environmental, health and safety safeguards normally associated with the proposed activities are implemented to the satisfaction of the MOEE, and that all applicable City By-Laws are complied with fully;

b) That a copy of this report be forwarded to the MOEE West Central Branch for consideration;

c) That the MOEE be requested to forward a copy of the final Provisional Certificate of Approval for Plastimet Inc. to the City of Hamilton.

D. Lobo
Commissioner of Public Works and Traffic

J. D. Thoms
Commissioner
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The West Central Region of the Ministry of the Environment and Energy has received an application from Plastimet Inc., requesting a Provisional Certificate of Approval No. A650120 for a Waste Disposal Site (Processing) located at 363 Wellington Street North, Hamilton. The application requests an expansion of the current operations. In keeping with the established policy, MOEE officials have requested the City of Hamilton to comment on the viability of the proposal from a municipal jurisdictional perspective.

Plastimet Inc. is a plastic/vinyl recycling and reclaiming company which has been in operation at 363 Wellington Street North for approximately six months. The company provides waste management services to the industrial, commercial and institutional sectors, however, Plastimet's primary market is the automotive industry.

Scrap plastics (vinyl, foam, engineered plastics) from textron automotive interiors will be shipped from within the Province and the United States to the Wellington Street location for processing. Processing will consist of grinding clean and commingled plastics and separating the material (by an air separation process) to be marketed to potential customers. The engineered plastics will be purchased back by the automotive industry for reuse in their processes. Some residual commingled material (approximately fifteen to twenty percent) will most likely be shipped to a private landfill.

Scrap material will be received every second day. The applicant is requesting permission to receive a maximum daily tonnage of 20 tonnes, however approximately 225 metric tonnes of scrap material per month is expected to be received at the proposed location. The maximum amount of materials to be stored on this site, at any one time, will be no more than 250 metric tonnes. No hazardous material will be stored at this facility.

Marketable material will be transported every second day to various customers. Therefore, there will be no need for the facility to provide permanent or long-term storage for the scrap or marketable materials. An estimate of the maximum storage time for waste may be two-to-three weeks.

In order to satisfy the City's regulatory mandate, as well as the MOEE's request for comments, staff from the Regional Environment Department, and pertinent City and Regional Departments, were requested to review the background documentation provided by Plastimet Inc. and the MOEE, and subsequently submit any comments or concerns they might have on the proposed facility. Requests for comments were made to Traffic, Fire, Industrial Waste, Field Services, Local Planning, Regional Strategic Planning, Environmental Health Services, Building and Noise Control of Public Works.

On behalf of the City, Regional Environment staff have discussed the proposed application with the proponent and the MOEE to determine if there are any outstanding City concerns which may not have been addressed in their proposal.

It was determined that the proposal would not compromise any relevant City or Regional waste management initiatives, have any impact on the sewer system, or conflict with the City of Hamilton Official Plan. The proposed site is located in a heavy industrial area, and is completely isolated from most of the neighbours except for the other lessee, Phoenix International and Ball Packing across the street.

The Fire Department has served the owner of Plastimet with a Notice of Violation indicating deficiencies pertaining to the present set-up and occupancy of the building (please see attached list of fire safety requirements). Provided that all the requirements are complied with the Fire Department has no objection to the application.

Ultimately, there were no objections expressed by any City and Regional Departments regarding the request for an amendment to the proponent's Certificate of Approval.

The facility has been evaluated in terms of potential air quality and odour, water, noise and visual impacts. No negative impacts currently exist or are expected to materialize as a result of the proponent's proposed activities. The benefit is quite significant in terms of waste reduction, product recycling, and short and long-term economic spin-offs.

The City acknowledges and supports Plastimet Inc.'s work which involves material reclamation and recycling of commercial/industrial refuse. Moreover, the operations will minimize waste generation and maximizes resource conservation. These outcomes correspond with Hamilton-Wentworth's Vision 2020 Sustainable Community Plan, and its recommendations to reduce and recycle waste. In addition, expanding Plastimet's current operations will equate to the creation of another work-shift of potentially 3 labour jobs.

The comments which the MOEE staff receive from the City are considered in their final evaluation and decision in granting a Provisional Certificate of Approval to the proponent.

VS\
Attach.

FGB/bjr

File No. 3642

Ministry of the Solicitor General and Correctional Services / Ministère du Solliciteur général et des Services correctionnels — Office of the Fire Marshal / Bureau du commissaire des incendies

Ontario

Notice of Violation / Avis d'infraction

Fire Code / Code des incendies

(WRITE FIRMLY - You are making 4 copies) (ÉCRIRE EN APPUYANT - 4 exemplaires)

Page 1 of / de 4

Issued to: (Name and address of owner)
Avis lancé contre: (Nom et adresse du/de la propriétaire) Plastimet Inc. and Lynne Lieberman,

President, 15 Forsythe Place, Hamilton, Ontario L8S 4E5

In accordance with the Fire Marshals Act, R.S.O. 1990, c. F.17, as amended a fire safety inspection was conducted at
Conformément à la Loi sur les commissaires des incendies, L.R.O. de 1990, chap. F.17, tel qu'il est modifié, les lieux situés à
363 Wellington Street North, Hamilton, Ontario

Property Address / Adresse

on / ont été inspectés le October 1, 1996 (date) pour vérifier le dispositif de prévention des incendies.

The following violations of the Fire Code were noted at the time of inspection.
Les infractions suivantes au Code des incendies ont été relevées lors de l'inspection et décrites comme suit:

Item Point	Fire Code Reference No. N° de référence du Code des incendies	Details of Violations / Description des infractions
1	2.8.	Prepare and submit a fire safety plan (typed original and 2 copies) acceptable to the Chief Fire Official in conformance with Subsection 2.8.2. of the Ontario Fire Code. To facilitate preparation of such a plan, our Department encloses a copy of Section 2.8. of the Ontario Fire Code.
		Compliance Date - November 11, 1996
2	3.3.2.2. (1)(2)(3)	Reduce the present area of storage piles so that each individual storage pile or area does not exceed 500m_2. The height of these individual piles shall not exceed 4.5m.
		NOTE: If the building is fully sprinklered as noted in Item #13, the

If the above violations are not corrected by / Si en date du see specific items for compliance dates (Date), you will be prosecuted for failure to comply with the Fire Code. / vous n'avez pas remédié aux infractions susmentionnées, vous serez poursuivi(e) en justice pour inobservation des dispositions du Code des incendies.

Subsection 19 (5) and (6) of the Fire Marshals Act
Les paragraphes 19 (5) et (6) de la Loi sur les commissaires des incendies :

Dated in Hamilton, Ontario this 15th day of October, 1996

(5) Every person who contravenes any provision of the fire code and every director or officer of a corporation who knowingly concurs in such contravention is guilty of an offence and on conviction is liable to a fine of not more than $25,000 or to imprisonment for a term of not more than one year, or to both.

Est coupable d'infraction et passible, sur declaration de culpabilité, d'une amende d'au plus 25,000 $ et d'une peine d'emprisonnement d'au plus un an, ou d'une scule ces peines, quiconque enfreint une disposition du code des incendies. Il en est de même de l'administrateur ou dirigeant d'une personne morale qui participe sciemment à une telle infraction.

(6) Where a corporation is convicted of an offence under subsection (5), the maximum penalty that may be imposed upon the corporation is $50,000 and not as provided in subsection (5).
Lorsqu'une personne morale est déclarée coupable d'une infraction prévue au paragraphe (5), l'amende maximale qui peut être imposée est de 50,000 $, contrairement à ce que prévoit le paragraphe (5).

This Notice was served upon / by

Assistant to the Fire Marshal / Commissaire adjoint(e): Inspector R. Simpson

Name of Fire Department / Nom du service des pompiers: Hamilton Fire Department

Address of Fire Department / Adresse du service des pompiers

Ministry of the Solicitor General and Correctional Services | Ministère du Solliciteur général et des Services correctionnels | Office of the Fire Marshal | Bureau du commissaire des incendies

Ontario

(WRITE FIRMLY - You are making 4 copies / ÉCRIRE EN APPUYANT - 4 exemplaires)

Date

Forming part of: / Accompagnant:
- [ ] Inspection Report / Rapport d'inspection
- [X] Notice of Violation / Avis d'infraction

At property address / À l'adresse de l'immeuble: 363 Wellington Street North

Item Point	Fire Code Reference No. N° de référence du Code des incendies	Details of Inspection / Violation Description de l'inspection ou des infraction
		area of individual storage piles may be increased to a maximum of 1000m^2.
		Compliance Date - November 11, 1996
3	3.3.2.4.	Provide at least one main aisle, equal to half the height of the highest adjacent pile but not less than 2.4m, extending the length of the building.
		Compliance Date - November 11, 1996
4	3.3.2.5.	Provide an aisle of at least 2.4m clear width between all storage piles.
		Compliance Date - November 11, 1996
5	3.3.2.6.	Provide access aisles of at least 1.2m clear width to the sides of the building, exits, and fire protection equipment.
		Compliance Date - November 11, 1996
6	3.3.2.7.	Provide a clearance of 600mm between storage piles and adjacent walls.
		Compliance Date - November 11, 1996
7	3.3.2.8.	Arrange all palletized storage so that the unobstructed horizontal channel formed by the tops and bottom of the pallets does not exceed 15m.
		Compliance Date - November 11, 1996
8	3.3.2.9.	Store all wood pallets which are not in use, in an outside area which does not present an exposure hazard to the building.
		Compliance Date - November 11, 1996
9	3.4.2.6.	Equip each fuel-fired industrial truck with an Underwriters' Laboratories of Canada listed portable fire extinguisher having a minimum rating of 5BC.
		Compliance Date - November 11, 1996

Ontario

Ministry of the Solicitor General and Correctional Services | Ministère du Solliciteur général et des Services correctionnels | Office of the Fire Marshal | Bureau du commissaire des incendies

WRITE FIRMLY - You are making 4 copies / ÉCRIRE EN APPUYANT - 4 exemplaires)

Date

Forming part of: / Accompagnant:
- ☐ Inspection Report / Rapport d'inspection
- ☒ Notice of Violation / Avis d'infraction

At property address / À l'adresse de l'immeuble: 363 Wellington Street North

Item Point	Fire Code Reference No. N° de référence du Code des incendies	Details of Inspection / Violation Description de l'inspection ou des infraction
10	5.6.1.2.	All compressed gas cylinders shall be secured to protect them from mechanical damage.
		Compliance Date - November 11, 1996
11	6.2.6.1. (1)	Provide Underwriters' Laboratories of Canada listed portable fire extinguishers having a minimum rating of 3A 20BC throughout the building in such locations that the travel distance from any point in the building to an extinguisher does not exceed 25m.
		Compliance Date - November 11, 1996
12	6.2.1.5.	In locations where the fire extinguishers noted in Item #11 are not readily visible, provide signs in order to indicate the locations of these extinguishers.
		Compliance Date - November 4, 1996
13	2.1.2.2.	Install a sprinkler system throughout the building, in conformance with NFPA 13, "Standard for Installation of Sprinkler Systems", and NFPA 231, "General Indoor Storage".
		Compliance Date - November 25, 1996
14	2.1.2.2.	Install exits in conformance with Section 3.4. of the Ontario Building Code, in sufficient number and placement so that the path of exit travel from any point in the floor area to at least one exit is not more than 30m.
		NOTE: If the building is fully sprinklered as noted in Item #13, the maximum travel distance to an exit may be increased to 45m.
		Compliance Date - November 25, 1996.

Ministry of the Solicitor General and Correctional Services | Ministère du Solliciteur général et des Services correctionnels | Office of the Fire Marshal | Bureau du commissaire des incendies

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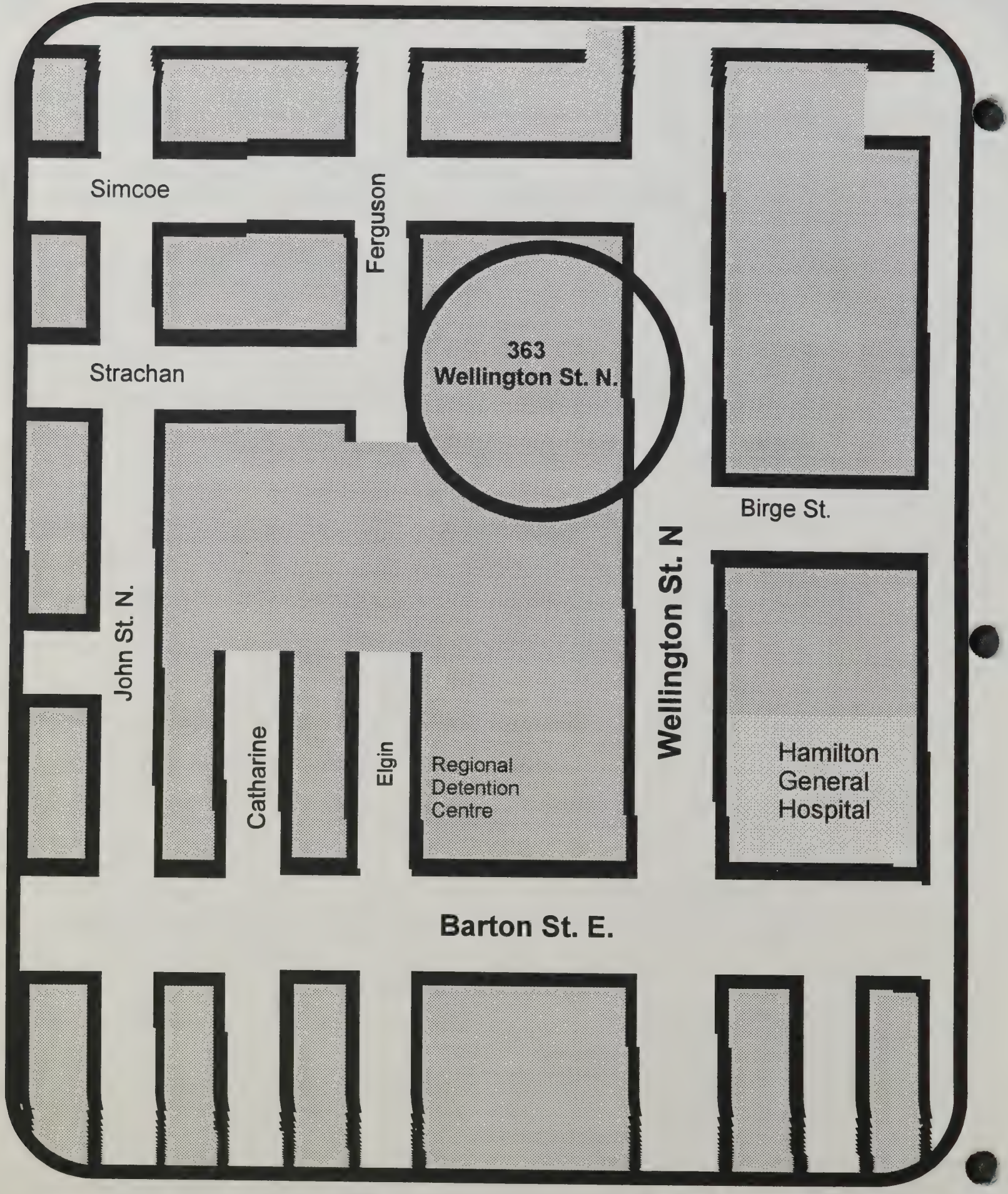
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Forming part of: / Accompagnant:
- ☐ Inspection Report / Rapport d'inspection
- ☒ Notice of Violation / Avis d'infraction

At property address / À l'adresse de l'immeuble: 363 Wellington Street North

Item Point	Fire Code Reference No. N° de référence du Code des incendies	Details of Inspection / Violation Description de l'inspection ou des infraction
15	2.1.2.2.	Install emergency lighting in all exits and access to exits throughout the building in conformance with Article 3.2.7.3. of the Ontario Building Code. **Compliance Date - November 25, 1996**
16	2.1.2.2.	Provide a fire separation having at least a two hour fire resistance rating between the occupied portion of the building and the fire-damaged portion at the north end of the building. **Compliance Date - November 25, 1996**
17	3.4.2.1.	Store all fuel-fired industrial trucks in a detached building, or in an area separated from the remainder of the building by a one-hour fire separation, or in a location which does not create a hazard to the storage areas. **Compliance Date - November 11, 1996**
18	3.4.2.3.	Conduct all exchanging of propane tanks on industrial trucks in a location which is at least 7.5m from any source of ignition, open pits or underground entrances. **Compliance Date - November 11, 1996**
19	3.4.2.5.	Store all propane cylinders in conformance with the Propane Storage, Handling and Utilization Code. **Compliance Date - November 11, 1996**
20		Obtain building permits from the City of Hamilton Building Department for all work contained in Items #13, #14, #15 and #16.


Simcoe
Ferguson
Strachan
363
Wellington St. N.
Birge St.
John St. N.
Wellington St. N
Catharine
Elgin
Regional
Detention
Centre
Hamilton
General
Hospital
Barton St. E.

CITY OF HAMILTON

- RECOMMENDATION -

3(iii)(c)

DATE: 1996 October 31
SWE308-07-H

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Public Works and Traffic Department

SUBJECT: **Hamilton Bio Conversion Inc. Application to Amend Provisional Certificate of Approval No. A650025 for a Waste Disposal Site (Processing)**

RECOMMENDATION:

a) That the West Central Branch of the Ministry of the Environment and Energy (MOEE) be advised that the City of Hamilton objects to Hamilton Bio Conversion Inc. receiving an amendment to their existing Provisional Certificate of Approval for a Waste Disposal Site (Processing) for the site located at 2380 Brampton Street, Hamilton, until an Odour Abatement Program is implemented and monitored to demonstrate, after a minimum six month testing following the Program commencement, that no negative odour problems affect nearby residents and businesses, and that all other environmental, health and safety safeguards normally associated with the proposed activities are implemented to the satisfaction of the MOEE, and that all applicable City By-Laws are complied with fully;

b) That a copy of this report be forwarded to the MOEE West Central Branch for consideration;

c) That the MOEE be requested to forward a copy of the final Provisional Certificate of Approval for Hamilton Bio Conversion Inc. to the City of Hamilton.

D. Lobo
Commissioner of Public Works and Traffic

J. D. Thoms
Commissioner
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The West Central Region of the Ministry of the Environment and Energy has received an application from Hamilton Bio Conversion Inc., requesting an amendment to its existing Provisional Certificate of Approval No. A650025 for a Waste Disposal Site (Processing) located at 2380 Brampton Street, Hamilton. The application requests an expansion of the current operations. In keeping with the established policy, MOEE officials have requested the City of Hamilton to comment on the viability of the proposal from a municipal jurisdictional perspective.

The proponent, Hamilton Bio Conversion Inc. is in the business of waste conversion and waste management. The company is the developer of a patented process that rapidly converts organic waste into high value feed supplement for the agricultural industry, or an organic fertilizer and soil conditioner for the fertilizer industry. The plant has been opened since July, 1995.

Hamilton Bio Conversion Inc. processes various non hazardous solid and liquid food wastes generated by fruit and vegetable wholesalers, retailers, bakeries, and restaurants. These wastes are transported to the facility, slurried and fermented under aerobic thermophilic conditions to produce a single cell protein. The protein is dried to permit handling and packaging and then marketed as a high protein animal supplement.The process is all done indoors (please see attached for a complete process description).

The entire process will be enclosed in a building under negative pressure. All parts of the process will be vented to the odour combustor unit, including: the truck unloading bay, off gases from the receiving hopper/shredder/blending tank assembly, all off gases from the raw slurry storage tanks/fermented solids storage tank/recycle sump, and all off gases from the dryer unit.

The odour control system will ensure that the plant does not release odours to the environment. Air emissions from the proposed plant are expected to be well below MOEE guidelines and odours will not be detected at the property line.

The proposed amendments will impact the operations in various ways. The proponent has requested the plant be permitted to accept up to a maximum of 278 tonnes of liquid and solid non hazardous organic food packing, processing, preserving, preparation and restaurant or food kitchen waste including agricultural, processed organic waste, leaf and yard waste and source separated residential waste. Currently, the plant receives 113 tonnes of raw waste. The average daily throughput design capacity is rated at 181 tonnes per day. Total incoming waste shall not exceed 1393 tonnes per week.

The hours the plant would receive and process waste would be amended to 24 hours per day, 365 days per year. The waste receipt area would expand from the Regions of Hamilton-Wentworth, Halton and Niagara to include all provinces within Canada and the States of New York, Michigan, Pennsylvania and Ohio.

Since the original Certificate of Approval was granted the proponent has implemented a number of operational and process changes which include improvements to the receiving area for incoming waste and modifications to the storage facilities within the building. Most significantly improvements have been made to the odour control system. The most important change has been the inclusion of a state of the art odour combustor (compact regenerative thermal oxidizer). This odour combustor improves thermal efficiency by recovering 95% of the energy utilized. The replacement of the odour absorption system with an odour combustor treats all the air in the plant, including air from the transfer station, which is directed to the dryer, prior to entering the odour combustor which has a operating temperature of 900 degree Celsius and a residence time of 0.75 seconds.

In order to satisfy the City's regulatory mandate, as well as the MOEE's request for comments, staff from the Regional Environment Department, and pertinent City and Regional Departments, were requested to review the background documentation provided by Hamilton Bio Conversion Inc. and the MOEE, and subsequently submit any comments or concerns they might have on the proposed facility. Requests for comments were made to Traffic, Fire, Industrial Waste, Field Services, Local Planning, Regional Strategic Planning, Environmental Health Services, Building and Noise Control of Public Works.

On behalf of the City Regional Environment staff have discussed the proposed application with the proponent and the MOEE to determine if there are any outstanding City concerns which may not have been addressed in their proposal.

It was determined that the proposal would not compromise any relevant City or Regional waste management initiatives, have any impact on the sewer system, or conflict with the City of Hamilton Official Plan. The proposed site is located in a heavy industrial area.

The Fire Department has served the Hamilton Bio Conversion Inc. a report indicating deficiencies pertaining to the present set-up and occupancy of the building (please see attached list of fire safety requirements). Provided that all the requirements are complied with the Fire Department has no objection to the application.

The facility has been evaluated in terms of potential air quality and odour, water, noise and visual impacts. The Regional Public Health Department did express concerns regarding odour. Subsequently, the Department is advising the MOEE oppose any increase in operations at the facility, until an Odour Abatement Program be implemented and monitored and be shown to prevent any negative effect on neighbouring business and residents. As noted above, the proponent has made a significant financial investment to minimize any odour problems with the increased operations.

No other negative impacts currently exist or are expected to materialize as a result of the proponents proposed activities. The benefit is quite significant in terms of waste reduction, product recycling, and short and long-term economic spin-offs.

The City acknowledges and supports Hamilton Bio Conversion Inc.'s work which involves recycling of commercial/industrial refuse. Moreover, the operations will minimize waste generation and maximizes resource conservation. These outcomes correspond with Hamilton-Wentworth's Vision 2020 Sustainable Community Plan, and its recommendations to reduce and recycle waste.

The comments which the MOEE staff receive from the City are considered in their final evaluation and decision in granting a Provisional Certificate of Approval to the proponent.

VS\

Attach.

Hamilton Bio Conversion Inc.

Process Description

Waste enters the plant through an enclosed receiving bay where it is dumped and trucks are cleaned prior to departure. Raw wastes are inspected and loaded into large and powerful hydropulpers to be ground and slurred in preparation for digestion. Prepared slurry is pumped to the raw waste storage tanks from where it is introduced to the processing tanks. In order to eliminate the possibility of foul odours escaping from the receiving area, the whole section is maintained under a slight negative air pressure and the exhaust air is processed through the thermal oxidizer system.

From the raw waste storage tanks, the slurry is fed on a continuous basis to four separate pairs of sequenced fermenters. There are numerous advantages to using separate units, including the ability to segregate raw waste materials if desired, and the possibility of mixing wastes to favour vigorous digestion and finally to tailor operating capacity to raw product availability. The raw material storage tanks are aerated to ensure that no anaerobic processes are initiated prior to entering the dual digesters.

This patented two stage fermentation process which is the heart of the system is tightly monitored and controlled to maintain optimal temperature, aeration rate and mixing. The reading of pH, dissolved oxygen and slurry temperature indicate to the control operator how the bio conversion process is progressing. Since the process is actually auto-thermal and microbes have tendency to auto regulate themselves by approaching their own growth limiting conditions in a cyclical fashion, speeding up and slowing down the Thermo Master process intervenes to maintain conditions such that the organisms in the steepest part of their growth curve, thereby optimizing the natural process.

The fermentation or bio conversion takes place in closed tanks. Air is pumped in to maintain proper conditions for aerobic growth. Even though the aroma of the process is not unpleasant, the air from all tanks and from the raw receiving area is collected and sent to the thermal oxidizer before being allowed to leave the plant.

Once the process is complete, usually after 24 - 48 hours of microbial action at temperatures up to 70°C, the product is pumped to finished product holding vessels and from there to a blending/mixing with recycled dry product to produce a 50% solids material.

This mixture enters the final product dryer. Depending on a number of factors, including end use, the moisture in the finished material will be reduced to about 10%. The dry product is then processed through extruders to produce a pelletized end product for bagging or bulk shipment.

Each Thermo Master Plant is equipped with a quality control lab where all necessary day to day process and product monitoring tests can be performed.

FP/bjr

File No. 7247

Ontario

Ministry of the Solicitor General and Correctional Services / Ministère du Solliciteur général et des Services correctionnels — Office of the Fire Marshal / Bureau du commissaire des incendies

Inspection Report / Rapport d'inspection

Fire Code / Code des incendies

Dated in Hamilton, Ontario this 17th day of October, 1996

(WRITE FIRMLY - You are making 4 copies / ÉCRIRE EN APPUYANT - 4 exemplaires)

Date of inspection / Date d'inspection October 10, 1996	Name of occupant / Nom de l'occupant(e)
Name of Fire Department / Nom du service des pompiers Hamilton Fire Department	Address of property / Adresse du bien 2380 Brampton Street
Address of Fire Department / Adresse du service des pompiers 55 King William Street	Hamilton, Ontario
Hamilton, Ontario	Occupancy or property use / Utilisation du bien ou occupation Industrial
Name and telephone no. of inspector / Nom et n° de téléphone de l'inspecteur (trice) N. Gruevski 546-3350	Name of owner / Nom du /de la propriétaire Hamilton Bio-conversion Inc.
Name of person contacted / Nom de la personne contact Dean Branconnier	Address of owner / Adresse du /de la propriétaire c/o Thermo Tech Technologies
Position and telephone no. of contact / Poste et n° de téléphone de la personne contact Assistant Plant Manager 561-3816	2380 Brampton St., Hamilton L8E 5V9

During an inspection of the above property, the following contraventions of the Fire Code (made under the Fire Marshals Act) were noted:
Les infractions suivantes au Code des incendies (pris en application de la Loi sur les commissaires des incendies) ont été relevées lors de l'inspection du bien susmentionné:

Item Point	Fire Code Reference No. N° de référence du Code des incendies	Details of Inspection / Description de l'inspection
1	6.3.2.1.	Establish a maintenance program for the building's fire alarm system in accordance with Article 6.3.2.1. of the Ontario Fire Code which references Section 4 of ULC Standard ULC S536-1979. This will require:
		a) a complete test of the building's fire alarm system now and annually hereafter
		b) the monthly test now and monthly hereafter and the daily check as described in the above regulations.
2	6.5.3.-	Establish a maintenance program for the building's sprinkler system in
	6.5.6.	accordance with Subsections 6.5.3.-6.5.6. inclusive of the Ontario Fire Code. Test the building's sprinkler system now as per the time intervals outlined in Articles 6.5.5.1.-6.5.5.7. inclusive of the Ontario Fire Code.
3	6.6.5.6.	Establish a maintenance program for the private fire hydrant(s) located
	& 6.6.5.7.	as follows:
		a) private hydrant at north side of the property.

Please note that the above contraventions of the Fire Code constitute offences under the Fire Marshals Act and you are advised to take corrective action

Ministry of the Solicitor General and Correctional Services | Ministère du Solliciteur général et des Services correctionnels | Office of the Fire Marshal | Bureau du commissaire des incendies

Ontario

VRITE FIRMLY - You are making 4 copies / ÉCRIRE EN APPUYANT - 4 exemplaires)

ate	Forming part of: / Accompagnant:	At property address / À l'adresse de l'immeuble
	[X] Inspection Report / Rapport d'inspection [ ] Notice of Violation / Avis d'infraction	2380 Brampton Street

Item Point	Fire Code Reference No. N° de référence du Code des incendies	Details of Inspection / Violation Description de l'inspection ou des infraction
		Hydrant water flow shall be inspected annually in accordance with Article 6.6.5.7. of the Ontario Fire Code. This will require the main valve of the hydrant to be opened fully and the hydrant operated with one port open and the water flow checked.
4	2.7.3.3. (2)(3)(4)	Establish a test and inspection program for the building's emergency lighting unit equipment in accordance with the manufacturer's specifications and instructions and in accordance with 2.7.3.3.(1)-(4) of the Ontario Fire Code. This will require: a) a test of the equipment now and annually hereafter as described in the above regulations b) a test of the equipment now and monthly hereafter as described in the above regulations.
5	1.1.2.1.	a) Keep a written record available of tests required as referenced in items #1, #2, #3 and #4. These records are to include corrective measures taken and are to be kept for a period of two (2) years after they are made. b) Make available for inspection by the Chief Fire Official, the written records of all tests and corrective measures as referred to in a) above, on or before November 18, 1996. NOTE: A failure to conduct and keep records of the monthly and yearly fire alarm and emergency lighting testing, presently and in the future, will result in an immediate charge for failing to comply with O.Reg. 454, as amended. Contact Inspector N.

Ontario

Ministry of the Solicitor General and Correctional Services | Ministère du Solliciteur général et des Services correctionnels | Office of the Fire Marshal | Bureau du commissaire des incendies

WRITE FIRMLY - You are making 4 copies / ÉCRIRE EN APPUYANT - 4 exemplaires)

Date

Forming part of: / Accompagnant:
- [x] Inspection Report / Rapport d'inspection
- [ ] Notice of Violation / Avis d'infraction

At property address / À l'adresse de l'immeuble

2380 Brampton Street

Item Point	Fire Code Reference No. N° de référence du Code des incendies	Details of Inspection / Violation Description de l'inspection ou des infraction
		Gruevski at 546-3350 to make arrangements for inspection of the test records.
		Compliance with the above requirements is expected within 30 days from the date of this correspondence. This Department will conduct a re-inspection after the 30 day period expires.

3(iii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 29
SWE308-07-I V. Sferrazza

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Public Works and Traffic Department

SUBJECT: **I.W & S. Ferrous Ltd., Application to Amend Provisional Certificate of Approval No. A130119 for a Waste Disposal Site**

RECOMMENDATION:

a) That the West Central Branch of the Ministry of the Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to I.W. & S. Ferrous Ltd. receiving an amendment to it's Certificate of Approval for a Waste Disposal Site (Processing) for the site located at 670 Strathearne Avenue, Hamilton, provided that all environmental safeguards normally associated with the proposed activities are implemented to the satisfaction of the MOEE, and that all applicable City By-Laws are complied with fully;

b) That a copy of this report be forwarded to the MOEE West Central Branch for consideration;

c) That the MOEE be requested to forward a copy of the final Provisional Certificate of Approval for I.W. & S. Ferrous to the City of Hamilton.

D. Lobo
Commissioner of Public Works and Traffic

J. D. Thoms
Commissioner
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The West Central Region of the Ministry of the Environment and Energy has received an application from I.W. & S. Ferrous Ltd. requesting an amendment to it's Provisional Certificate of Approval No. A130119 for a Waste Disposal Site (Processing) located at 670 Strathearne Avenue, Hamilton. In keeping with the established policy, MOEE officials have requested the City of Hamilton to comment on the viability of the proposal from a municipal jurisdictional perspective.

The application is requesting an amendment to the use and operation of the existing waste disposal site to be used for the processing of non-hazardous waste and other various waste classes. The proponent intends to receive 5500 cubic metres of liquid industrial waste, 400,000 tonnes of non-hazardous solid industrial waste and 2650 tonnes of hazardous waste per year. Hours of operation will be 24 hours per day, 7 days per week.

The processes to be used at this site includes bulking, bailing, grinding, shredding and acid/base neutralization. The site will service a North America wide customer base.

The application seeks to amend specific components of the existing Certificate of Approval. Most importantly, if approved, the application will extend the implementation date for currently approved processes. The current Certificate of Approval requires I.W. & S. to develop the approved processes from the experimental stage to full commercialization within a specified time. The requested amendment will remove the time restriction to recognize the volatility of the resource recovery industry. In addition, the application requests approval to accept different waste types for the approved processes. The new wastes types would be compatible with the current operation, and broaden the scope of the recycling activities. The processes affected by the changes include:

Tin Electrowinning: This process receives waste acids to recover the tin metal. The application requests that the proponent be permitted to receive neutralized acids for the tin recovery operation.

Acid Neutralization: The site is currently licensed to neutralize waste pickle liquors. The application requests permission to receive neutralized acids for the tin recovery operation.

Base Neutralization: As a compliment to the proponent's acid neutralization line, the proponent is requesting approval to receive waste alkaline solutions. These materials will be processed in the currently approved facilities.

A summary of the proposed changes to the Certificate of Approval has been attached.

In order to satisfy the City's regulatory mandate, as well as the MOEE's request for comments, staff from the Regional Environment Department, and pertinent City and other Regional Departments, were requested to review the background documentation provided by I. W. & S. Ferrous Ltd. and the MOEE, and subsequently submit any comments or concerns they might have on the proposed facility. Requests for comments were made to Traffic, Fire, Industrial Waste, Field Services, Local Planning, Regional Strategic Planning,
Environmental Health Services, Building and Noise Control of Public Works.

On behalf of the City, Regional Environment staff discussed the proposed application with the proponent and the MOEE to determine if there are any outstanding City concerns which may not have been addressed in their proposal.

It was determined that the proposal would not compromise any relevant City or Regional waste management initiatives, or conflict with the City of Hamilton Official Plan. The proposed site is located in a heavy industrial area, and is completely isolated from most of the neighbours.

The Region's Industrial Waste Section did have concerns relating to the quantity and quality of the discharges to the regional sanitary sewer system, the potential increased loadings to the sewage treatment plant and exceedances of the Region's Sewer Use by-law. I.W. & S. has confirmed to the Region, both in verbal and written format, that proper abatement measures will be implemented when necessary to ensure that discharges will meet the Region's requirements.

Ultimately, there were no objections expressed by any City and Regional Departments regarding the request for an amendment to the proponents Certificate of Approval.

The facility has been evaluated in terms of potential air quality and odour, water, noise and visual impacts. No negative impacts currently exist or are expected to materialize as a result of the proponents proposed activities. The general benefits to the City and Region are as a whole quite significant in terms of waste reduction, product recycling, and short and long-term economic spin-offs.

The City acknowledges and supports I. W. & S. Ferrous Ltd. work which will minimize waste generation and maximizes resource conservation. These outcomes correspond with Hamilton-Wentworth's Vision 2020 Sustainable Community Plan, and its recommendations to reduce waste. In addition, expanding the proponent's current operations will equate to the creation of another work-shift of potentially 3 labour jobs.

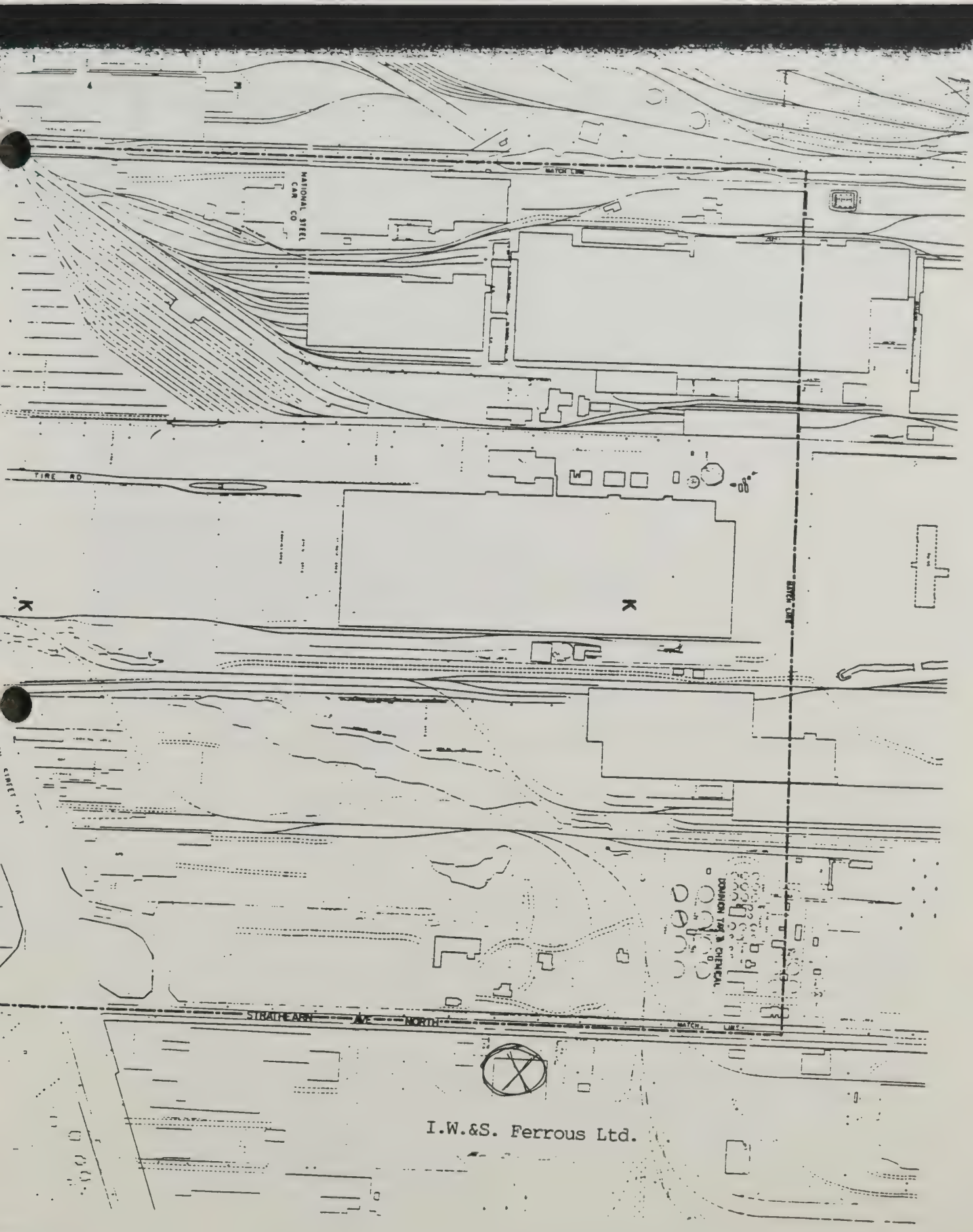
The comments which the MOEE staff receive from the City are considered in their final evaluation and decision in granting a Provisional Certificate of Approval to the proponent.

VS\
Attach.

March 17, 1994.

SUMMARY OF CHANGES TO CERTIFICATE OF APPROVAL

SCHEDULE	MATERIAL	STATUS	WASTE CLASS	TYPE	YEARLY PRODUCTION	STORAGE		
						BULK	DRUMS	TOTAL
4B	Acidic Tin Solutions	exist	112 131	liquid	1,500,000 L	40,000 L	70,000 L	110,000 L
4C	Acidic Tin & Anodizing Sludges and Solids	exist	112 131	liquid solid	250,000 Kg	nil	40,000 Kg	40,000 Kg
10	Waste Acid Pickle Liquor (process approved, but not established)	not established (5 years)	111	liquid	3,000,000 L	40,000 L	35,000 L.	75,000 L
11	Ferrous Scrap	new (exist)	non-haz	solid	250,000 T	25,000 T	nil	25,000 T
12	Post-Consumer Can Scrap	new (exist)	non-haz	solid	100,000 T	10,000 T	nil	10,000 T
13	Scrap Steel Drums	new (1 year)	non-haz	solid	50,000 T	2,000 T	nil	2,000 T
14	Alkaline Solutions, Sludges and Solids	new (2 years)	121 122	liquid solid	2,000,000 Kg	200,000 L	40,000 L	240,000 L
15	Alkaline Solutions, Sludges and Solids containing Cyanide	new (2 years)	121	liquid solid	1,000,000 L	40,000 L	35,000 L	75,000 L
16	Waste Acid Solutions, Sludges and Solids	new (5 years)	112 113 114	liquid solid	400,000 L	20,000 L	20,000 L	40,000 L



I.W.&S. Ferrous Ltd.

REGIONAL MUNICIPALITY OF HAMILTON

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Office of the Clerk

Rober
Michc_

October 18, 1996

Mr. Joseph J. Schatz
Clerk
City of Hamilton
71 Main Street West
2nd Floor
Hamilton, Ontario
L8N 3T4

Dear Mr. Schatz:

Regional Council, at its meeting held on October 15, 1996 approved Item 11 of Environmental Services Committee Report 13-96, as follows:

11. Remedial Action Program: Closed Landfill Sites (ENV 96-094)

a) That the closed Upper Ottawa Street, Brampton, Edgewood and Ancaster landfill sites be accepted as the first, second, third and fourth highest priorities, respectively, for the completion of remedial action plans and that:

i) these action plans be prepared and implemented in consultation with the Ministry of Environment and Energy, the Area Municipalities, the Conservation Authorities, the public, and adjacent landowners;

ii) the remedial action plans be brought back to Committee and Council for approval, as soon as possible;

iii) that the requisite costs be given consideration during the 1997 capital budget process to provide for the preparation and implementation of the remedial action plans beginning in 1997.

iv) in preparing the Brampton Street action plan for the former Brampton Street Landfill Site, staff be authorized and directed to extend and enlarge the field investigations initiated in support of the design, specifications, and preparation of the terms of reference for the leachate collection system and gas venting system at the Former Brampton Street Landfill Site, currently being carried out by Gartner Lee Ltd., at an estimated additional cost of $40,000 (GST excluded) to be funded from the 1996 Capital Budget Account Number 1-59006-4031503 (Comprehensive Environmental Monitoring Program).

119 King Street West, 15th Floor
P.O. Box 910
Hamilton, Ontario L8N 3V9

Tel. (905) 546-4154
Fax (905) 546-2546
TDD (905) 522-1787

b) That remedial action plans also be completed for the medium and lower priority remedial actions at Stoney Creek and Binbrook closed landfill sites and that:

i) implementation of these plans take place on a priority basis;

ii) that the requisite costs of the recommended priorities be given consideration during the 1997 capital budget process and costs redistributed and/or allocated accordingly;

iii) the remedial action plans be prepared in consultation with appropriate parties and be brought back to Committee and Council for approval;

c) That in order to facilitate consultation the Environment Department initiate a process of communication regarding the closed landfills, including but not limited to:

i) circulation of Report ENV 96-094 to the Ministry of Environment and Energy, the Area Municipalities, Conservation Authorities, the Regional Environmental Advisory Committee, the Bay Area Implementation Team and Bay Area Restoration Council and the Ministry of Natural Resources;

ii) the organization of a public information program reflecting site specific concerns. **Item 4.1**

Attached for you information, please find a copy of Report ENV 96-094 respecting "Remedial Action Program: Closed Landfill Sites (ENV 96-094)", which is the background material related to this issue.

Should you have any questions or concerns, please do not hesitate to contact me at (905) 546-2148.

Yours truly,

Lynda Sohal (Ms.)
Legislative Assistant

4-1

REGION OF HAMILTON-WENTWORTH

- RECOMMENDATION -

DATE: September 23, 1996
P. K. Dunn File No: SWE-308-01-A1

REPORT TO: Chairman and Members
Environmental Services Committee

FROM: J. D. Thoms
Commissioner
Regional Environment Department

SUBJECT: **Remedial Action Program: Closed Landfill Sites (ENV 96-094)**

RECOMMENDATION:

a) That the closed Upper Ottawa Street, Edgewood and Ancaster landfill sites be accepted as the highest priority for the completion of remedial action plans and that:

   i) these action plans be prepared and implemented in consultation with the Ministry of Environment and Energy, the Area Municipalities, the Conservation Authorities, the public, and adjacent landowners;

   ii) the remedial action plans be brought back to Committee and Council for approval, as soon as possible;

   iii) that the requisite costs be given consideration during the 1997 capital budget process to provide for the preparation and implementation of the remedial action plans beginning in 1997.

b) That remedial action plans also be completed for the medium and lower priority remedial actions at Brampton Street, Stoney Creek and Binbrook closed landfill sites and that:

   i) implementation of these plans take place on a priority basis;

   ii) that the requisite costs of the recommended priorities be given consideration during the 1997 capital budget process and costs redistributed and/or allocated accordingly;

   iii) the remedial action plans be prepared in consultation with appropriate parties and be brought back to Committee and Council for approval;

iv) in preparing the Brampton Street action plan for the former Brampton Street Landfill Site, staff be authorized and directed to extend and enlarge the field investigations initiated in support of the design, specifications, and preparation of the terms of reference for the leachate collection system and gas venting system at the Former Brampton Street landfill site, currently being carried out by Gartner Lee Ltd., at an estimated additional cost of $40,000 (GST excluded) to be funded from the 1996 Capital Budget Account Number 1-59006-4031503 (Comprehensive Environmental Monitoring Program).

c) That in order to facilitate consultation the Environment Department initiate a process of communication regarding the closed landfills, including but not limited to:

i) circulation of Report ENV 96-094 to the Ministry of Environment and Energy, the Area Municipalities, Conservation Authorities, the Regional Environmental Advisory Committee, the Bay Area Implementation Team and Bay Area Restoration Council and the Ministry of Natural Resources;

ii) the organization of a public information program reflecting site specific concerns.

J. D. Thoms
Commissioner
Regional Environment Department

P. K. Dunn
Manager - Waste Management

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The Region is responsible for environmental monitoring and care of ten closed landfill sites which were in operation in 1974 when the Region came into being. Information gained through the Region's landfill monitoring programme, and supplementary consultants' studies, indicate that six of the ten closed landfill sites require significant remediation work to bring them into environmental and operational compliance. Remediation work must be carried out in order to satisfy the minimum environmental standards established by the Ministry of Environment and Energy (MOEE), and to reduce, or if possible eliminate, discharge of leachate and/or migration of methane gas from the landfills.

The Region is obligated to act -- both legally and to be prudent in the interest of public health. Even so, some of the proposed Regional actions are subject to the approval of the Ministry of the Environment and Energy. Also, certain undertakings at specific sites may require additional permits or approvals from the Conservation Authorities or the Ministry of Natural Resources as watercourses are affected. The Area Municipalities, as owners of the majority of the closed landfill sites, must be consulted.

As part of the capital budgeting process, an envelope of funds should be considered for these undertakings over a specified time period. It is recommended that priorities be set for the necessary remedial actions so that resource allocations can be considered for inclusion in the five and ten year capital budget. The present overall cost estimate for the six projects totals $13,540,000 -- $5,803,300 of which has been allocated in the capital budget and $7,736,700 of which remains to be allocated. The additional funding of the unallocated portion of the capital cost will result in increased debt charges of approximately $1,179,000 or a levy increase of .7%. The financing assumes an external rate of 8.5% amortized over 10 years.

A site by site breakdown of costs is included on page 10 of this report. Cost estimates for two of these projects are based on consultant reports. The Region will shortly be receiving further detailed reports on the other four sites which will provide more accurate estimated costs for consideration during the budgeting process.

In addition to the closed landfill sites, improvements to the Glanbrook Landfill site could generate costs from $4M for the construction of a forcemain to carry leachate from the active Glanbrook site to the wastewater plant, to $6-7M to allow the forcemain to provide sanitary sewer service to Binbrook, to $20M for the full (water/sewer) servicing of Binbrook. Such improvements would result in debt charges of $610,000 for the forcemain construction for the landfill only, $1,067,000 for the trunk sewer to Binbrook and $3,048,000 for the full servicing of Binbrook. While the servicing of Binbrook is not a waste management issue, these costs would result if the servicing of Glanbrook and the landfill are linked.

The debt charges for the remedial action plan and the improvements to the Glanbrook Landfill site may total $4,227,000 of which $1,179,000 would increase the operating levy by .7% and the remaining $3,048,000 would increase the water/sewer rates by 6%.

SUSTAINABLE COMMUNITY IMPLICATIONS:

The reduction of the impact of the landfills on the environment and reduction of the potential of landfill discharges to affect peoples' health is consistent with the objectives of Vision 2020. Remediation of problems at the closed landfills will help implement several goals and directions as set out in the "Detailed Strategies and Actions: Creating a Sustainable Region" report. For example, among the water resource quality goals are the elimination of all significant sources of potential chemical contamination and the protection of ground water.

BACKGROUND:

Introduction

Problems requiring remedial action have been identified at most of the closed landfill sites which are the responsibility of the Region. These problems include leachate discharge, slope instability and/or methane gas migration. The scale of the problems and/or type of action required at each site varies considerably regarding potential risk and costs. Consequently the potential human health and ecological risks posed by each of the sites must be compared and evaluated so that priorities for action can be established.

This report presents a preliminary comparative evaluation of the problems at each site as the basis for priority setting, resource allocation and a strategy for action. The Public Health, Legal and Financial Services Departments have participated in the preparation of this report.

History/Origin of the Problem

On January 1, 1974, the Region assumed operational responsibility for all the active Area Municipalities' garbage dumps within the Region. At that time most of the dumps were reaching their capacity and the Region's engineered landfill in Glanbrook was opened. Jointly with the Area Municipalities, the Region established a policy to deal with the closure and post-closure responsibilities of the municipal sites. The sites were closed according to MOEE standards. A policy, which was approved by Regional Council, established the Region as having full responsibility not only for continuous monitoring of the dumps, but also for any environmental remediation necessary to bring these former dumps to within MOEE's standards. In the majority of cases, ownership of the sites has remained with the Area Municipality.

The former dumps which are currently the responsibility of the Region are listed below with the name of the present owner:

Ancaster Landfill	(Town of Ancaster)
Beverly Landfill	(Town of Flamborough)
Binbrook Landfill	(Township of Glanbrook)
Brampton Street Landfill	(City of Hamilton)
Dundas (East) Landfill	(Town of Dundas)
Edgewood Landfill	(Town of Flamborough)
Glanford Landfill	(Township of Glanbrook)
Stoney Creek Landfill	(Region of Hamilton-Wentworth)
West Hamilton Landfill	(City of Hamilton)
Upper Ottawa Street Landfill	(Region of Hamilton-Wentworth)

Note that this report deals only with those closed landfills for which operational responsibility was inherited by the Region and not other sites which may have closed prior to the formation of the Region. Further analysis of what the Region could or ought to do with regard to these other sites will be the subject of a future report.

Monitoring and Remedial Works

In keeping with the Region's responsibilities, all of the former dumps have been monitored, and a variety of environmental improvements have already been carried out. For example, at Upper Ottawa Street, the Region has installed a partial leachate collection system, a landfill gas collection and flaring system, among other actions in response to the 1986 Ministry of Health Study.

Development of a more comprehensive monitoring and testing program for all the sites was initiated in 1994. This has included Regionally sponsored consultant investigations as well as the up-grading of monitoring by Regional staff. New groundwater monitoring wells have been installed and, where necessary, surface water sampling locations have been relocated to more accurately reflect upstream and downstream conditions. Sampling techniques have been improved to include field analysis. Also, the program now consists of two sampling events per year per site and the sample analysis has been expanded and standardized to incorporate 56 parameters. Operating costs of this program are incorporated in the Environment Department budget and are approximately $174,000 annually.

The Regional Public Health Department has been provided with the results of leachate analysis and has collected drinking water samples from residences in the vicinity of the Edgewood and Ancaster sites. The samples have been analysed for parameters consistent with those found in the landfill leachate. Samples have also been taken upstream for comparative purposes. These samples were taken during the week of August 26, 1996.

Continuing improvements in monitoring infrastructure are anticipated. The McMaster University Engineering Department has been contacted to explore learning opportunities presented by the program or opportunities for faculty to contribute their expertise and knowledge to the program. The outcome of further discussions with McMaster will be reported to Council.

Comparative Evaluation: Establishment of Priority

Each of the landfill sites presents its own set of unique circumstances -- for example, they differ because of the type of waste which went into them, the native soils and bedrock in which they are placed or their size and surrounding land use. In recognition of these types of difference, the monitoring program is different for each site and separate studies of particular problems have been commissioned by the Region. Thus, the available data for each site varies considerably. A number of consultants' study findings and recommendations have recently been received while others are forthcoming. (See APPENDIX A for a summary of each site requiring remediation.)

Based on these findings it is anticipated that the scope of some of the proposed remedial actions and the corresponding costs will be quite substantial. The total estimated costs of all the proposed remedial actions is in the range of $13.5 Million of which approximately $5.8 Million has been allocated in the capital budget.

In the light of present fiscal realities the Region cannot afford to undertake all the proposed remedial actions at once. Moreover, money may have already been allocated for projects which, in the light of recent information, may not be as high a priority. In view of these circumstances, staff have undertaken a comparative evaluation of the nature of the problems at each site so that resources can be allocated to the highest priority problems first. The results of the evaluation are presented in the following tables. The proposed remedial actions are assigned a priority of high, medium or low.

There are two key factors which were considered in this comparative evaluation. The primary factor is the potential for human exposure to contaminants. The evidence of migration of leachate off-site was considered in relation to surrounding land-uses and the chemistry of leachate samples.

A secondary factor which was considered was potential ecological impacts. Evidence of leachate impacts on surface water quality was considered where tests have been performed on the receiving stream or wetland. The ecological significance or quality of the receiving water body was also considered.

Landfill Site and Proposed Remediation	Priority	Estimated Cost
Upper Ottawa Street Landfill Site - North Slope Improvements Improve and remediate the northern side of the former landfill site in order to improve slope stability, as well as to control and reduce the flow of leachate directly into Red Hill Creek.	High	$4,000,000
Edgewood Landfill Site - Leachate Collection System Design and install a leachate collection system, and other related geophysical works, for the Edgewood Landfill Site. The proposed work is required in order to collect the leachate generated on-site and to provide an appropriate leachate storage system from which leachate would be removed for disposal at the Region's waste water treatment plant.	High	$1,575,000
Ancaster Landfill Site - Leachate Collection System Design and install a leachate collection system for the Ancaster Landfill Site. The proposed work is required in order to collect the leachate generated on-site and to transmit the leachate to the existing forcemain which would direct the leachate to the Region's waste water treatment plant.	High	$3,300,000
Brampton Street Landfill Site - Leachate Collection System Extensive one-year environmental monitoring program in progress to determine the required future remedial actions. Possibly require the design and installation of a leachate collection system for the Red Hill Creek side (east) of the former Brampton Street Landfill Site. If determined to be necessary, the Region may be required to install a leachate collection system on the west side of the landfill as well.	Medium	$1,400,000 (east side) $1,400,000 (west side)
Stoney Creek Landfill Site - Leachate Collection System Design and install a leachate collection system around the perimeter of the refuse area at the Stoney Creek Landfill Site. The proposed work is required to collect the leachate generated on-site and to provide an appropriate leachate storage system from which the leachate would be removed for disposal at the Region's waste water treatment plant.	Low	$1,600,000

Binbrook Landfill Site - Leachate Collection System Design and install a leachate collection system along the east edge of the Binbrook Landfill Site. The proposed work is required to collect the leachate generated on-site and to provide an appropriate leachate storage system from which the leachate would be removed for disposal at the Region's waste water treatment plant.	Low	$265,000
Dundas Landfill Site No immediate remediation required.	N/A	N/A
West Hamilton Landfill Site No immediate remediation required.	N/A	N/A
Glanford Landfill Site No immediate remediation required.	N/A	N/A
Beverly Landfill Site No immediate remediation required.	N/A	N/A

High: Denotes a project that must be undertaken in order to address existing problems which pose potentially serious health concerns and/or have the potential to cause major ecological impairment if not corrected effectively in the immediate future.

Medium: Denotes a project that requires attention in order to remediate evident problems but where potential off-site impacts and potential human exposure to contaminants are relatively less likely.

Low: Denotes a project that requires attention after high and medium priority problems are addressed.

N.B. These priorities are relative and are assigned for the purpose of allocating resources and scheduling projects.

Resource Allocation

A financial envelope needs to be established for some of these remedial actions within the five and ten year capital budgets. The unallocated capital requirements for the high priority remedial actions should be considered during the capital budget so that all high priority projects can commence in 1997. The medium priority remedial works should also be considered for inclusion in the five year capital budget for the three-five year period, i.e. for 1998-2001. The remaining costs of the lower priority projects should be budgeted for subsequent years.

More accurate cost estimates are expected shortly in consultant studies. These more precise figures will become available during the capital budgeting process. It is recommended that these capital costs be brought forward to Council through the capital budgeting process. Further cost adjustments may be forthcoming following detailed design and engineering.

REMEDIAL CAPITAL PROJECTS AT CLOSED LANDFILL SITES

PROJECT	PROJECT COST ESTIMATE	FUNDS PRESENTLY ALLOCATED	FUNDS TO BE ALLOCATED
Upper Ottawa North Side Slope Stabilization (1)	4,000,000	3,224,332	775,658
Edgewood Landfill Site-Site Improvements(2)*	1,575,000	0	1,575,000
Ancaster Landfill Site Leachate Collection System (2)	3,300,000	1,138,000	2,162,000
Brampton Landfill Site Leachate Collection System (1)	1,400,000.00 (east side) 1,400,000.00 (west side)	1,441,000 0	1,359,000
Stoney Creek Landfill Site (2)*	1,600,000	0	1,600,000
Binbrook Landfill Site (2)*	265,000	0	265,000
TOTAL	**13,540,000**	**5,803,332**	**7,736,668**

(1) Cost estimates are based on consultant study.
(2) Costs estimates are based on current staff analysis--more detailed cost estimates forthcoming.

* Cost estimated do not include trucking or treatment of leachate.

Glanbrook Improvements Also Require Capital

In addition to the capital requirements for the remedial works at the closed landfill sites it should be recognized that capital will be required to install a forcemain to carry leachate from the active Glanbrook landfill to the waste water treatment plant to replace the current system of trucking leachate. As the volume of leachate to be removed increases it is not practical to continue with trucking both from a financial point of view and considering the actual volume that has to be dealt with. Staff estimate costs of $4M to construct a dedicated forcemain to carry leachate from the landfill site. That cost would increase to $6-7M to allow for a sanitary service to Binbrook and the cost would increase to approximately $20M for full service of water and sewers to Binbrook.

While the issue of leachate from Glanbrook is not the subject of this report, staff have provided this information to give a more complete financial picture. Glanbrook will be the subject of a future report to Council and costs related to this issue will be brought forward for consideration in the 1997 budget process.

Need for MOEE Approval/Submission of Remedial Action Program

The Environmental Assessment Act applies to all municipal undertakings. Exemptions are listed in Ontario Regulation 334. Analysis of the proposed remedial actions for the closed landfill sites suggests that they are exempt from the Environmental Assessment process under Section 5 (1) (2) of this regulation.

Under the Environmental Protection Act, Part II Section 10, a person may submit a remedial action program to the Director for the reduction, prevention or control of discharges into the natural environment. Consultation with the MOEE is necessary to determine if this is an appropriate approach for the Region to follow or whether the proposed remedial actions at the closed landfill sites should be dealt with on a site by site basis rather than as a package.

The comparative evaluation in this report should be considered preliminary since the proposed actions, as detailed in various other studies, must be reviewed by the appropriate public authorities. The proposed remedial actions will be submitted to the MOEE for their review and approval. Also, it is possible that the results of forthcoming studies may provide further information indicating that the priority should be shifted. As a result of review by the MOEE and subject to the technical feasibility of preferred remedial methodologies, the cost estimate or the priority of the remedial action may be modified. A remedial action plan should be completed for each site which would include a schedule and costs for engineering and construction.

Communication Strategy

In addition to the need to review the Region's approach with MOEE there are other parties with which the Region needs to communicate for various reasons. These parties include the area municipalities, all four conservation authorities and adjacent landowners.

MOEE and Area Municipal Consultation

The first step in consultation will be with MOEE staff and the Area Municipalities. The results of this consultation will be reported to Council. Consultation with the Area Municipalities will be initiated through the Waste Management Co-ordinating Committee made up of Area Municipal and Regional staff. Detailed site reports will be made available for review by Area Municipal staff. Regional staff will be available to make presentations to the area municipal committees and/or councils.

Conservation Authorities/Ministry of Natural Resources

Consultation with the Conservation Authorities and the Ministry of Natural Resources (MNR) will be initiated through circulation of this report and request for comments and suggestions from the point of view of potential ecological impacts. Detailed site reports will be made available for review by authority staff. The Authorities and MNR will be asked to identify the likelihood of further requirements for permits or approvals for particular proposed remedial actions. These requirements will be considered in the context of site specific remedial action plans.

Longer-Term Public Communications

The general public interest in environmental problems and the concerns of adjacent landowners must also be taken into account. The most valuable opportunity for meaningful communication with the public and landowners will be over the site specific proposed remedial actions. Thus, over the longer-term, public communications should focus on particular sites.

As consultants' studies are finalized for each site recommending particular solutions to identified problems the information will be brought forward to the public. It is suggested that public information centres be organized in local venues for each site requiring remedial action. Advertisements will publicize the information centres for the general public. Adjacent landowners will be mailed information packages and localized interest groups will be identified and invited to the information centres.

The possibility of setting-up a community liaison committee for each site will be gauged through the public information centres. The purpose of the liaison committees would be to receive monitoring information and information on the work to be carried out at the site. Also, the liaison committees might be able to provide advice on such matters as the best measures to take to prevent trespass or long-term questions such as appropriate after-use.

Conclusion

The proposed remedial measures at the closed landfills have been prioritized as the basis for resource allocations and a strategy for action. Subject to consultation on these priorities with the MOEE and the Area Municipalities, the high priority actions should be undertaken forthwith and the requisite budget be considered for approval during the capital budget process.

Committee and Council can expect further reports based on consultant studies detailing each project and corresponding costs at individual sites. These projects and consultation about them, should be organized through the completion of remedial action plans for each site. Public communications should be designed to reflect site specific concerns.

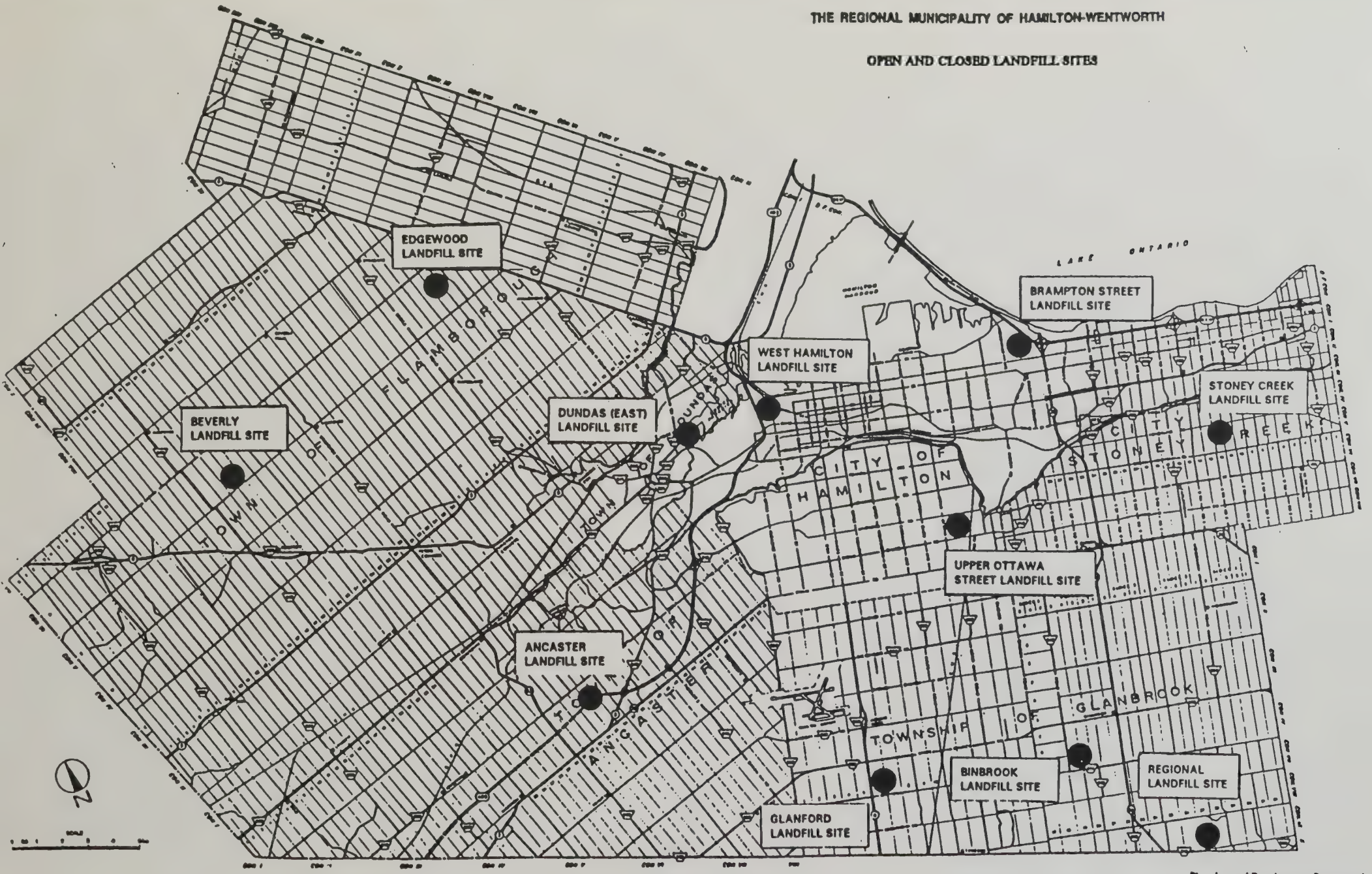
PKD:NR/eb
Attach.

APPENDIX A

SUMMARY OF LANDFILL SITES REQUIRING REMEDIATION

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

OPEN AND CLOSED LANDFILL SITES



Planning and Development Department
Hamilton-Wentworth Region

UPPER OTTAWA FORMER LANDFILL SITE GENERAL OVERVIEW

Site location: on the east side of Upper Ottawa Street, between Limeridge and Stonechurch Roads; Hamilton.

Site size: Approximately 16 hectares.

Period of Operation: 1952 - 1980

Surrounding land use: Residential / Commercial

Geology: Overburden of silty clay; thickness of the overburden below the site is less than 1.5 meters. The underlying bedrock is comprised of 10 meters of very fractured dolomite, underlain by 7 - 10 meters of shale.

Hydrology: The site is located within the Red Hill Creek watershed. Surface water moving across the top of the landfill is directed down into perimeter drainage trenches which surround the landfill on all sides except the north. The drainage trenches discharge into Red Hill Creek which abuts the north side of the landfill.

Leachate breakouts occur at many locations along the north flank of the landfill and discharge directly into the Creek. Regional and consultant staff conducted a visual inspection of the north slope on August 30, 1995, and 17 seeps were mapped.

Hydrogeology: The leachate generated by the landfill will likely discharge to the shallow water table aquifer within the top of the bedrock. This aquifer intersects with the ground surface in low lying areas and discharges directly to the Red Hill Creek north and east of the landfill. Numerous deeper bedrock aquifers have been identified beneath the site. Groundwater flow within these aquifers is generally eastward and downward eventually discharging at Mount Albion Falls (at the edge of the escarpment) or discharging to Lake Ontario for deeper groundwater flow. During the installation of the existing monitoring well network, approximately five to six water bearing zones were identified and monitored. It is likely that a number of these deeper water bearing zones are hydraulically connected to each other through vertical fractures with the rock. Leachate plumes generated by the landfill are of a quality barely distinguishable from background groundwater quality due to the naturally poor background quality of groundwater and natural dilution and dispersion processes within the groundwater.

Potable Wells: Records indicate that there are no potable wells in the vicinity of the site. All water supply for residential/commercial/industrial properties are from municipal services.

Methane gas: Methane gas is collected from the landfill via an active system consisting of a well field, header system and blower. The collected gas is incinerated on site. The gas collection system is generally confined to the southern portion of the site where the most concern for off-site gas migration exists. In addition, methane monitors have been installed around the site and are currently being monitored by the Region.

Leachate production: at least 83.6×10^6 litres per year.

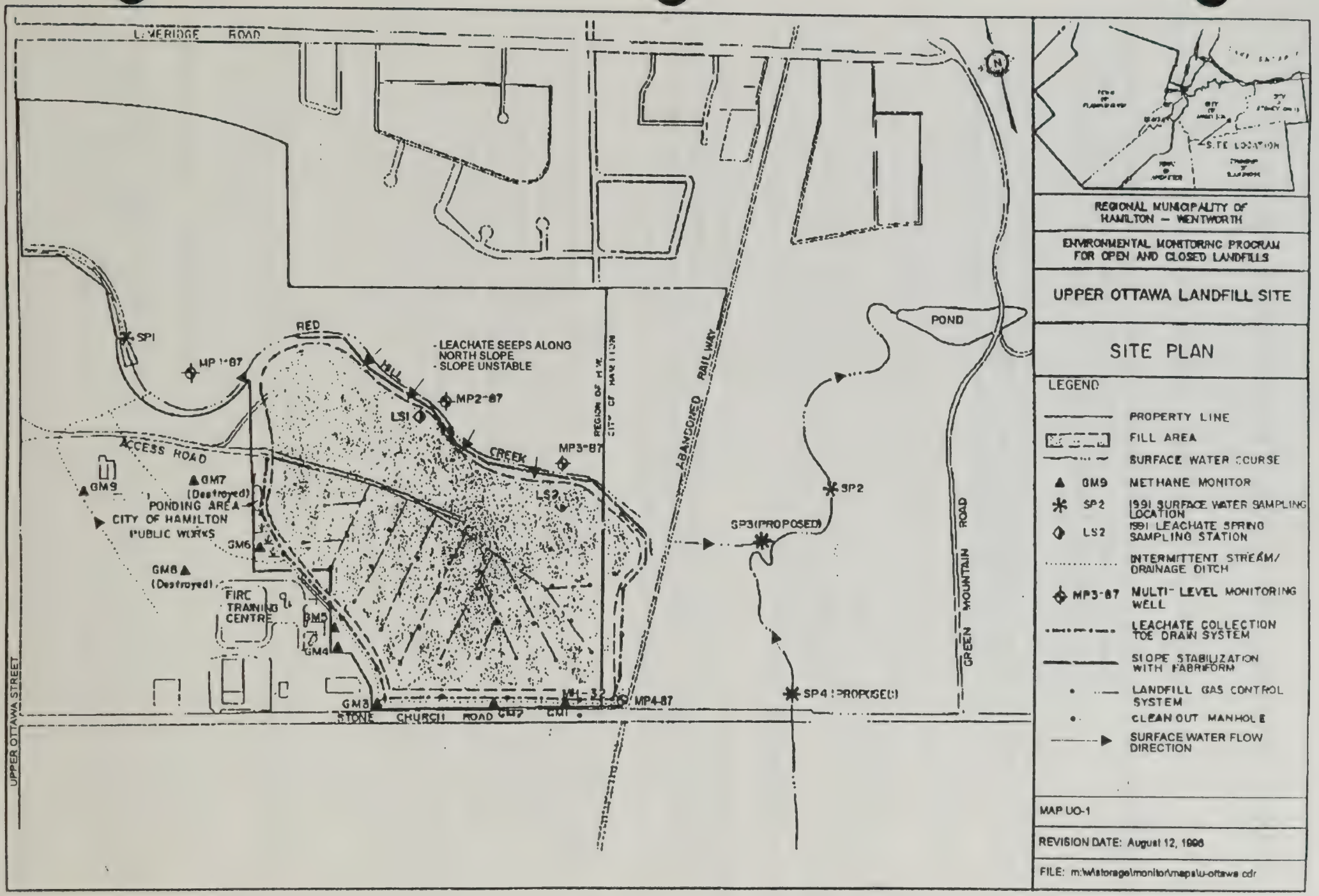
Leachate collection system: A perimeter leachate collection (toe drain) system was installed in 1988 around all sides of the landfill except the north side. This leachate collection system is separate from the perimeter drainage trench system and is accessed through cleanout manholes spaced at approximately 100 metres. Around the southeast corner of the landfill, the leachate is diverted from the collection system to the sanitary sewer route along Stone Church Road.

Monitoring program results: Based on the analysis undertaken to date, there do not appear to be any consistent trends indicating the Red Hill Creek downstream of the landfill is impacted with respect to the creek upstream of the landfill.

Existing Problems: Leachate breakouts occur at many locations along the north flank of the landfill and discharge directly into the Creek. Regional and consultant staff conducted a visual inspection of the north slope on August 30, 1995, and 17 seeps were mapped. In a report submitted by Jagger Hims Limited, the cumulative flow rate of leachate seeps into Red Hill Creek, at the time of the inspection, was estimated at 10 L / minute.

As existing data indicates that there is no noticeable decrease in water quality when comparing upstream and downstream samples, the problem of leachate flow into the Red Hill Creek is not the most important issue. The greater problem that must be remediated is the instability of the north slope. The fabriform that was installed in the early 1980's has heaved and buckled in several areas and is slipping down the slope into the creek. Deep erosion channels can be observed extending down the north slope above the fabriform. Evidence of the landfill slope eroding beneath the fabriform can also be observed in some places. All of these factors are evidence of extreme slope instability which must be dealt with immediately - nobody can predict how long the slope will remain intact. If the slope were to give way entirely, the environmental and human health implications would be considerable, as large volumes of soil, exposed waste, and leachate would tumble into, and likely, dam the creek.

Correcting the stability problems of the north slope is the most urgent remediation priority, relative to all other closed landfill sites. Remediation of the slope should be combined with long-term leachate containment and removal options. Together, these actions will also greatly reduce the flow of leachate into Red Hill Creek. However, elimination of leachate migration into the Creek cannot be expected. Site conditions that cannot be changed, including a shallow overburden and fractured bedrock beneath the landfill, will continue to allow the leachate generated by the landfill to discharge to the shallow water table aquifer which, in turn, discharges into Red Hill Creek.


LEVERIDGE ROAD
SP1
MP1-87
RED HILL CREEK
- LEACHATE SEEPS ALONG NORTH SLOPE
- SLOPE UNSTABLE
MP2-87
LS1
MP3-87
LS2
ACCESS ROAD
GM9
GM7 (Destroyed)
PONDING AREA
CITY OF HAMILTON PUBLIC WORKS
GM6
GM8 (Destroyed)
FIRC TRAINING CENTRE
GM5
GM4
GM3
MP4-87
STONE CHURCH ROAD
UPPER OTTAWA STREET
REGION OF H.W.
CITY OF HAMILTON
ABANDONED RAILWAY
POND
SP2
SP3(PROPOSED)
SP4 (PROPOSED)
GREEN MOUNTAIN ROAD
N
SITE LOCATION
REGIONAL MUNICIPALITY OF HAMILTON – WENTWORTH
ENVIRONMENTAL MONITORING PROGRAM FOR OPEN AND CLOSED LANDFILLS
UPPER OTTAWA LANDFILL SITE
SITE PLAN
LEGEND
PROPERTY LINE
FILL AREA
SURFACE WATER COURSE
GM9 METHANE MONITOR
SP2 1991 SURFACE WATER SAMPLING LOCATION
LS2 1991 LEACHATE SPRING SAMPLING STATION
INTERMITTENT STREAM/ DRAINAGE DITCH
MP3-87 MULTI- LEVEL MONITORING WELL
LEACHATE COLLECTION TOE DRAIN SYSTEM
SLOPE STABILIZATION WITH FABRIFORM
LANDFILL GAS CONTROL SYSTEM
CLEAN OUT MANHOLE
SURFACE WATER FLOW DIRECTION
MAP UO-1
REVISION DATE: August 12, 1998
FILE: m:\wastage\monitor\maps\u-ottawa.cdr

SUMMARY OF UPPER OTTAWA STREET LANDFILL SITE REMEDIATION

Project: Upper Ottawa Street Landfill - North Slope Improvements

Project Description: Proposal to improve and remediate the northern side of the former Upper Ottawa Street Landfill Site in order to improve slope stability, as well as to control and reduce the flow of leachate from going directly into the Red Hill Creek.

Project Location: The former Upper Ottawa Street Landfill Site located in the area of Upper Ottawa Street and Stone Church Road.(The entire stretch is approximately 1 kilometer)

Priority: **High**
(**High**, Medium, Low)*

Estimated Cost: $ 4,000,000

Proposed Project Startup: January 1997

Reason(s) for the Project:

To remediate the problems associated with leachate seeps discharging directly into the Red Hill Creek, to reduce sediment loading into the Creek resulting from erosional channels and slope failure, and to stop continued movement of the north slope towards the Creek

Impact of Not Doing the Work:

Leachate will continue to flow uncontrolled into the Red Hill Creek, erosion will persist causing an impact on the quality of the Creek as well as exposing waste to the environment. The most significant impact however, is the real potential for the north slope of the landfill to break away from the landfill mass, sliding into the Creek thereby causing an environmentally disastrous dam.

The MOEE will have cause to charge the Region if remediation measures are not implemented in an effective and timely manner.

ANCASTER FORMER LANDFILL SITE GENERAL OVERVIEW

Site location: south side of Jerseyville Road, west of Shaver Road; Ancaster

Site size: 20 hectares total; 7.5 hectares covered with waste

Period of Operation: Phase I: - late 1970's Phase II: late 1970's - 1982

Surrounding land use: Agricultural lands adjacent to site boundaries. Rural residences, commercial and prestige industrial developments in nearby vicinity. The Dundas Valley ESA is located 500 meters north.

Geology: Overburden of silt and sand, approximately 20 meters deep, underlain by approximately 30 meters of clay. Dolostone bedrock is encountered beneath the overburden.

Hydrology: The site is located within the Big Creek watershed. A tributary of Big Creek crosses the site. All surface water flow from Phase I and Phase II landfills enters the tributary of Big Creek and eventually joins Big Creek south of the landfill. Intermittent leachate seeps have been observed along the south slope of the Phase II landfill and in the marshy area between Phase 1 and Phase II landfills.

Hydrogeology: An unconfined (water table) aquifer exists about 2 meters below ground surface. A deeper confined overburden aquifer occurs about 10 meters below ground surface. All groundwater in the unconfined water table is expected to flow towards the south and west, and eventually discharges to the surrounding wetlands and surface waters which discharge to the tributary of Big Creek.

Potable Wells: The majority of potable wells receive their supply from the deeper confined aquifer approximately 10 to 15 metres below ground surface. However, there are a number of residences north and west of the landfill that receive their water supply from shallow dug wells of usually less than 10 metres in depth. Some potable wells also obtain their water supply from the top of the bedrock, at approximately 60 metres below the ground surface. Residences located east of the landfill along Shavers Road and east of Shavers Road receive their water supply from municipally piped water.

Methane gas: Due to wetland areas generally surrounding the landfill, the potential for lateral gas migration is not likely. To date, monitors along the east side of Phase I have not detected any significant concentrations of methane gas and it is recommended that methane monitoring be discontinued on the east boundary.

Landfill gas migration may occur at the northwest corner of the Phase I landfill, near Jerseyville Road, where the landfill is at or below the existing grade. It is recommended that further gas monitoring be undertaken in this area.

Leachate production: Approximately 1.12×10^6 litres generated annually.

Leachate collection system: A partial leachate collection system was installed for the Phase I Landfill, as shown on the site plan, Map AC-1. The system consists of gravity drainage pipes diverting leachate to a pumping station which pumps the leachate to the sanitary sewer system along Jerseyville Rd. The

leachate is eventually treated at the Regional Sewage Treatment plant in Hamilton.

No leachate collection system was installed for the Phase II Landfill.

Monitoring program results:

Of the three surface water samples north of the Phase II Landfill (SW1, SW2 and SW3), only SW1 shows evidence of impact from the landfill, having elevated levels of conductivity and alkalinity. Since SW1 was taken from the discharge point of the surface water drainage pipe beneath the landfill there could be leachate entering this pipe. All parameters from all the surface water sampling stations are within the PWQO/G criteria.

Sample SW6 taken from the pond on the Griffith property just south of the Phase I Landfill shows elevated levels of conductivity, chlorides, alkalinity, hardness and pH indicative of leachate contamination.

The leachate sample analysis from the leachate manhole (MH) at the Phase I Landfill also show elevated conductivity chlorides, alkalinity and pH, but at concentrations several times higher than those found in SW6.

The chemistry from all the groundwater monitoring wells at the Phase II Landfill show elevated levels of conductivity, hardness and alkalinity and occasionally exceed the MOEE Drinking Water Objectives (DWO). Concentrations of the parameters at all monitoring well locations appear stable, with occasional variations from year to year.

Existing Problems: The elevated conductivity, hardness and alkalinity noted in most of the monitoring wells could be due to the presence of leachate plumes in the groundwater or leachate mounding around the landfill. On the contrary, these elevated parameters may indeed be natural background water quality within the aquifer. Since no groundwater flow contour maps have been prepared for the site, the wells which are located upgradient of the landfill and therefore represent background water quality (not impacted by leachate) cannot be confirmed. Therefore, it is difficult to assess the effect that leachate has on the aquifer(s) downgradient of the landfill.

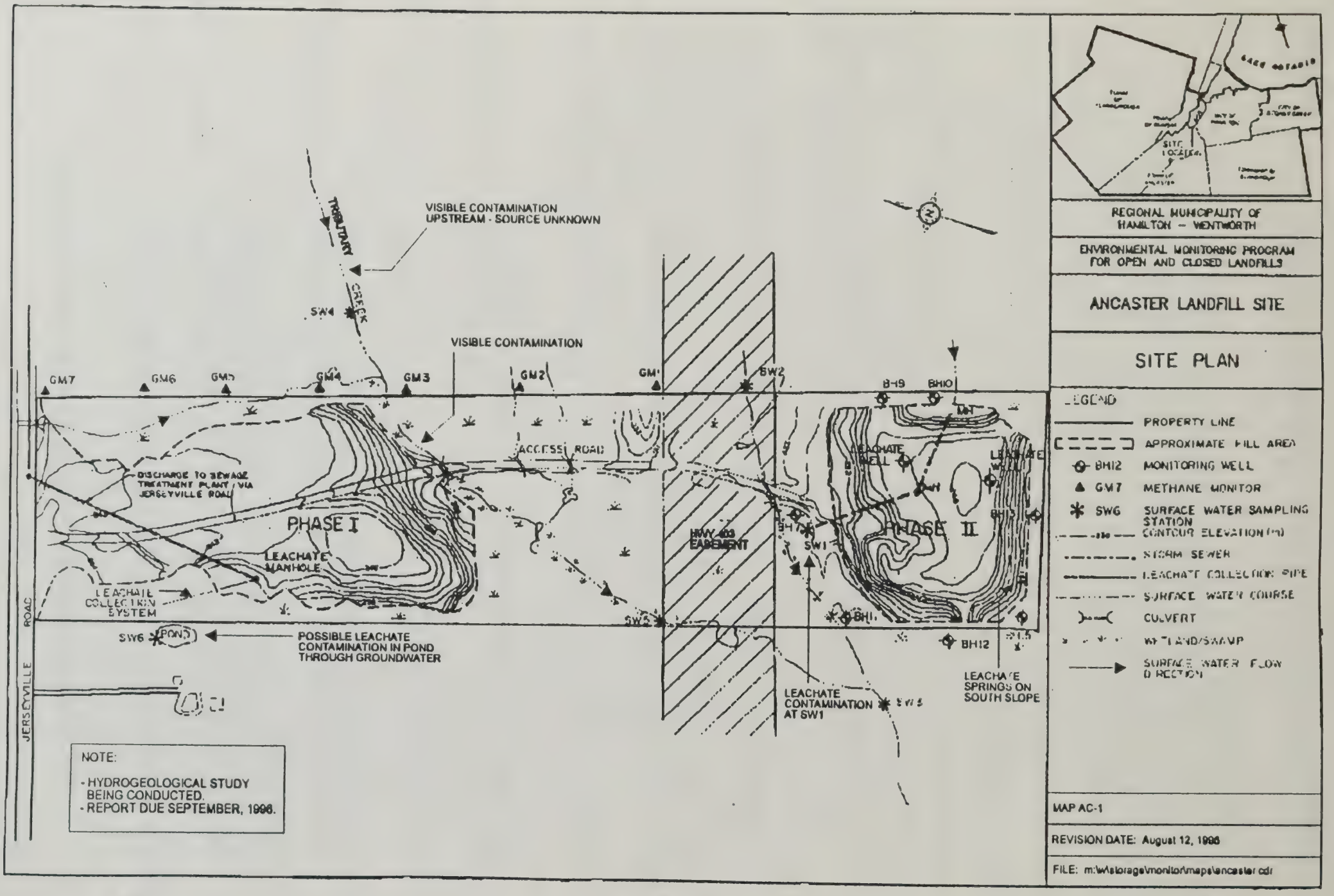
In order to assess the impact of the landfill on the downgradient aquifer and, in response to complaints from Mr. Griffith regarding the degradation in water quality in the pond on his property (SW6), Jagger Hims Ltd. was hired by the Region in the fall of 1995 to conduct a complete hydrogeological investigation of the site. The scope of their work was to:

ascertain general site conditions
determine the potential for migration of leachate
determine the effectiveness of the existing leachate collection system

This investigation was also mandated by the MOEE.

Preliminary results indicate that there is leachate contamination off-site. A final report on the findings of the investigation and proposed remediation options is expected from Jagger Hims Ltd. in September, 1996.

Based on preliminary information, remediation costs have been estimated with the expectation that an enhanced leachate collection system will be required. Due to the higher degree of environmental impact of the Ancaster Landfill Site and the fact that potable wells in the area may be compromised by leachate, the Ancaster Landfill Site remediation is considered a high priority.


VISIBLE CONTAMINATION
UPSTREAM - SOURCE UNKNOWN
TRIBUTARY
CREEK
SW4
VISIBLE CONTAMINATION
GM7
GM6
GM5
GM4
GM3
GM2
GM1
BW2
BH9
BH10
ACCESS ROAD
DISCHARGE TO SEWAGE TREATMENT PLANT VIA JERSEYVILLE ROAD
PHASE I
LEACHATE MANHOLE
LEACHATE COLLECTION SYSTEM
HWY 403 EASEMENT
LEACHATE WELL
PHASE II
BH7
SW1
BH11
BH12
SW5
SW6
POND
POSSIBLE LEACHATE CONTAMINATION IN POND THROUGH GROUNDWATER
LEACHATE CONTAMINATION AT SW1
LEACHATE SPRINGS ON SOUTH SLOPE
JERSEYVILLE ROAD
N
NOTE:
- HYDROGEOLOGICAL STUDY BEING CONDUCTED.
- REPORT DUE SEPTEMBER, 1996.
LAKE ONTARIO
SITE LOCATION
REGIONAL MUNICIPALITY OF HAMILTON – WENTWORTH
ENVIRONMENTAL MONITORING PROGRAM FOR OPEN AND CLOSED LANDFILLS
ANCASTER LANDFILL SITE
SITE PLAN
LEGEND
PROPERTY LINE
APPROXIMATE FILL AREA
BH12 MONITORING WELL
GM7 METHANE MONITOR
SW6 SURFACE WATER SAMPLING STATION
CONTOUR ELEVATION (m)
STORM SEWER
LEACHATE COLLECTION PIPE
SURFACE WATER COURSE
CULVERT
WETLAND/SWAMP
SURFACE WATER FLOW DIRECTION
MAP AC-1
REVISION DATE: August 12, 1996
FILE: m:\w\storage\monitor\maps\ancaster.cdr

SUMMARY OF ANCASTER LANDFILL REMEDIATION

Project: Ancaster Landfill Site-Leachate Collection System

Project Description: Design and installation of a leachate collection system for the former Ancaster Landfill Site. This proposed system is required in order to collect the leachate generated at the site, and to transmit the leachate to the existing forcemain which will direct the leachate to the waste water treatment plant.

Project Location: The former Ancaster Landfill Site (Ancaster) is located on the south side of Jerseyville Road, appoximately 1/2 mile west of Shaver Road.

Priority: **High**
*(*High, Medium, Low)*

Estimated Cost: $3,300,000
This cost includes acquisition of Mr. Griffith's property immediately West of the former landfill

Proposed Project Startup: January, 1997

Reason(s) for the Project:

There is evidence confirming that leachate from the former landfill is migrating off-site in a westerly direction to privately owned property as well as into the groundwater system under the landfill. The leachate collection system currently in place services only 10% (approx.) of the landfill site. In order to reduce the potential for the leachate to impact the general environment, or to effectively control off-site leachate migration, it will be necessary to install a system which services the entire site.

Impact of Not Doing the Work:

Leachate will continue to flow uncontrolled off-site into the groundwater and abutting properties west of the landfill, causing an impact on the quality of the groundwater as well as the general environment.

The MOEE will have cause to charge the Region if remediation measures are not implemented in an effective and timely manner.

EDGEWOOD FORMER LANDFILL SITE GENERAL OVERVIEW

Site location: on the west side of Edgewood Road, between the 6th Concession West and Safari Road; Flamborough

Site size: 2.36 hectares, all of which has been covered by waste.

Period of Operation: 1956 - 1978

Surrounding land use: agricultural and rural residences. The site is located in the Hayesland Forestry and Wildlife Area, which is a Regional ESA.

Geology: overburden of outwash gravel deposits, peat and muck, approximately 6 - 7 meters thick. Underlying bedrock is fractured dolostone and shale.

Hydrology: The site is located within the Grindstone Creek watershed. Drainage swales surrounding the site direct the flow of surface water to the wetland area south of the landfill. The wetland drains into a tributary of Grindstone Creek.

Hydrogeology: Records show the potable aquifer in the area to occur at approximately 6 to 10 metres below the surface, within the top several metres of bedrock. The wetland area south of the landfill indicates that a water table is close to the ground surface in this area. Surface water infiltration into the landfill will cause some groundwater mounding of the water table directly below the landfill, producing radial groundwater flow away from the site. The overall groundwater flow direction in the top of the bedrock will likely be toward the south, eventually discharging into the tributary of Grindstone Creek.

Potable Wells: There is no municipal supply of water to residences in the area. MOEE water well records indicate the majority of private wells receive their supply from the top of the bedrock.

Methane gas: Since the landfill is surrounded by low-lying ground where the water table is at or close to the surface, the potential for lateral migration of methane gas within the subsurface is low. Therefore, it is unlikely that there could be any adverse effect on nearby residences.

Leachate production: Approximately 5.9×10^6 litres generated annually.

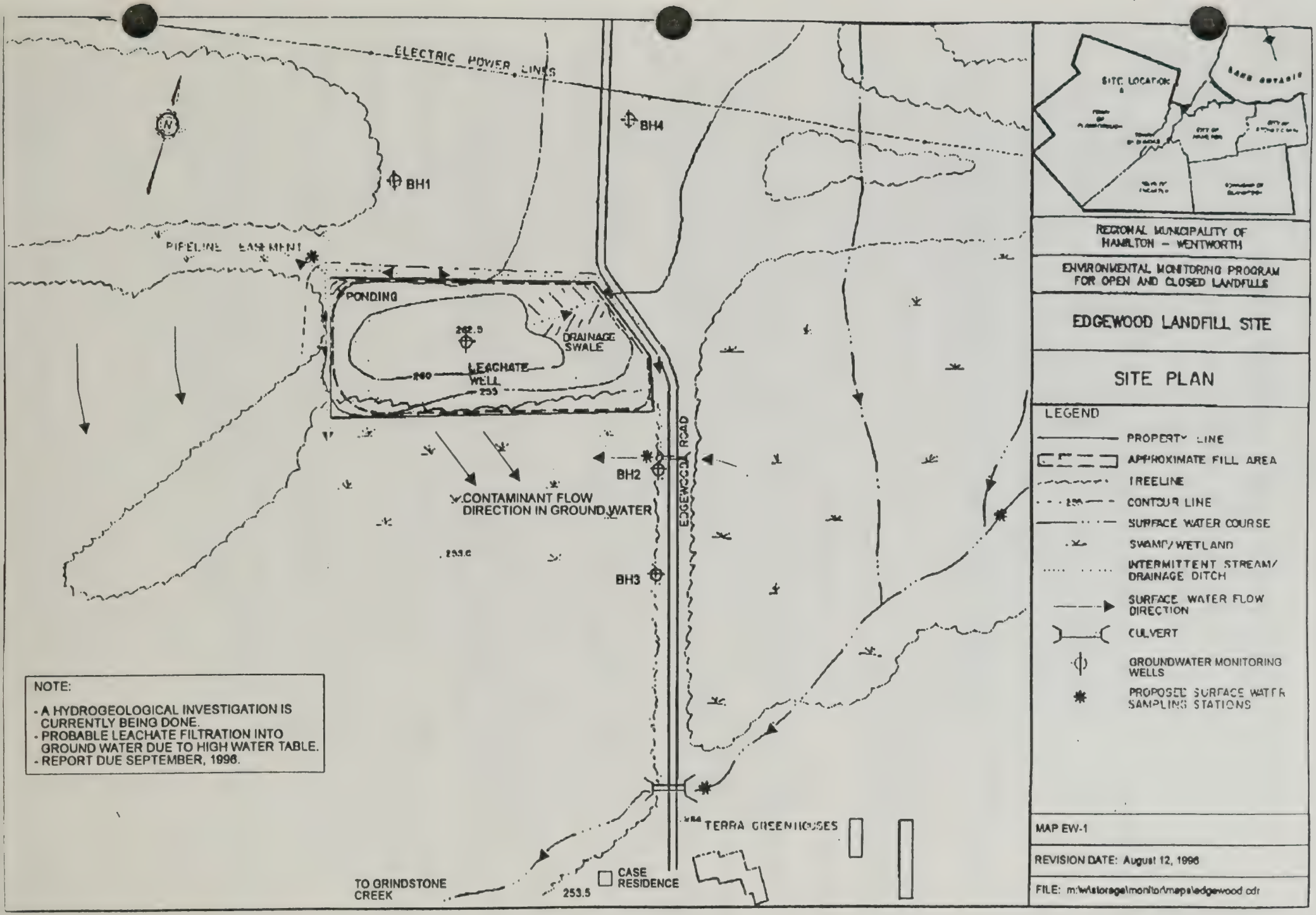
Leachate collection system: None

Monitoring program results: Currently, there is no routine monitoring program conducted at the site.

Existing Problems: In 1995 - 1996, a hydrogeological investigation was conducted by Jagger Hims Limited, as no post-closure study of the site had been completed to date. The purpose of the study was to determine the effects of the landfill on groundwater and surface water resources. Three boreholes were drilled to bedrock at two locations downgradient and a third location upgradient to the landfill. Preliminary results indicated that contaminants are migrating southeasterly towards the downgradient monitors and it is possible that the upgradient monitor is also being affected by leachate migration.

The results indicate that the concentration of some parameters was higher in the groundwater monitors screened immediately above the bedrock surface, than in the shallow monitors screened at the water table. However, based on the initial information collected, it was not possible to determine whether the ground water resources in the bedrock are affected by leachate migration. In order to assess this aspect, two additional monitors were drilled into the bedrock downgradient of the landfill. One monitor was screened at approximately 2 meters below the bedrock surface and the other was screened at 6 meters below the bedrock surface. In addition, in order to determine whether the upgradient well is being affected by the landfill, a second nest of background wells (four wells drilled to various depths) was installed further north of the site. These installations were completed in June, 1996 and the results of these and the final report on the investigation is expected in September, 1996.

In summary, the results to date indicate there is groundwater contamination south of the site. The final results will determine the extent of the contamination and the impact on the nearby potable wells. For the purpose of this report, estimates of remediation costs are based on this site requiring a leachate collection system and other related geophysical works. Due to the potential impact on the nearby property owners' potable wells, remediation of this site has been deemed a high priority.


ELECTRIC POWER LINES
BH1
BH4
PIPELINE EASEMENT
PONDING
DRAINAGE SWALE
LEACHATE WELL
BH2
BH3
EDGEWOOD ROAD
CONTAMINANT FLOW DIRECTION IN GROUND WATER
TERRA GREENHOUSES
CASE RESIDENCE
TO GRINDSTONE CREEK
253.5
NOTE:
- A HYDROGEOLOGICAL INVESTIGATION IS CURRENTLY BEING DONE.
- PROBABLE LEACHATE FILTRATION INTO GROUND WATER DUE TO HIGH WATER TABLE.
- REPORT DUE SEPTEMBER, 1996.
SITE LOCATION
REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH
ENVIRONMENTAL MONITORING PROGRAM FOR OPEN AND CLOSED LANDFILLS
EDGEWOOD LANDFILL SITE
SITE PLAN
LEGEND
PROPERTY LINE
APPROXIMATE FILL AREA
TREELINE
CONTOUR LINE
SURFACE WATER COURSE
SWAMP/WETLAND
INTERMITTENT STREAM/ DRAINAGE DITCH
SURFACE WATER FLOW DIRECTION
CULVERT
GROUNDWATER MONITORING WELLS
PROPOSED SURFACE WATER SAMPLING STATIONS
MAP EW-1
REVISION DATE: August 12, 1996
FILE: m:\w\storage\monitor\maps\edgewood.cdr

SUMMARY OF EDGEWOOD LANDFILL SITE REMEDIATION

Project: Edgewood Landfill Site - Site Improvements

Project Description: Design and installation of a leachate collection system, and other related geophysical works for the former Edgewood Landfill Site. The proposed work is required in order to collect the leachate generated at the site, and to provide an appropriate leachate storage system from which leachate would be removed for disposal at the Region's waste water treatment plant.

Project Location: The former Edgewood Landfill Site (Flamborough) is located on the south side of Edgewood Road, between the 6th. Concession and Safari Road.

Priority: **High**
(High, Medium, Low)*

Estimated Cost: $ 1,575,000 (approximate)

Proposed Project Startup: January 1997

Reason(s) for the Project:

Leachate from the former landfill is migrating off-site to privately owned property as well as into the groundwater system under the landfill. There are no systems currently in place to deal with the site's impacts on abutting properties or the groundwater environment. In order to lessen the potential for the leachate to impact the general environment, or to effectively control off-site leachate migration, it will be necessary to design and install a system to mitigate the existing problems. *Adjacent property acquisition may be required.*

Impact of Not Doing the Work:

Leachate will continue to flow uncontrolled off-site into the groundwater and abutting properties, causing an impact on the quality of the groundwater as well as the general environment.

The MOEE will have cause to charge the Region if remediation measures are not implemented in an effective and timely manner.

BRAMPTON STREET FORMER LANDFILL SITE GENERAL OVERVIEW

Site location: north of Brampton Street, between Red Hill Creek and the Regional Wastewater Treatment Facility; Hamilton

Site size: 5.6 hectares, most of which has been covered with waste.

Period of Operation: - 1974

Surrounding land use: residential and light and heavy industrial.

Geology: Overburden of clay, silt, sand, gravel and organic material of less than five meters. Underlying bedrock is fractured shale.

Hydrology: The site is located within the Red Hill Creek watershed. All surface water flows discharge into the Red Hill Creek which abuts the landfill on the north and east sides. A relatively large leachate seep is evident along the south side at the toe of the slope and smaller seeps are evident along the east side of the site. All seeps discharge into the creek.

Hydrogeology: The unconfined water table aquifer likely occurs within the sand overburden immediately beneath the site and within the top several metres of the weathered shale. Surface water infiltration into the landfill causes groundwater mounding of the water table, resulting in radial groundwater flow away from the site. All groundwater is expected to discharge laterally to the surrounding surface waters which are eventually directed towards the northeast and southeast into the Red Hill Creek.

Potable Wells: Records indicate that there are no water wells within 1 km of the site. All water supply for residential/commercial/industrial properties are from municipal services.

Methane gas: Since the Red Hill Creek and associated tributaries surround the majority of the landfill and the majority of landfill is at or above the ground surface, the potential for lateral migration of methane gas within the subsurface is low. However, a landfill gas survey west of the landfill is currently underway to confirm that landfill gas migration is not a concern to the residential properties along Brampton Street.

Leachate production: Approximately 1.4×10^7 litres generated annually.

Leachate collection system: A French drain allows leachate to flow from the landfill to the nearby sanitary sewer. This services only a small portion of the site, near the Brampton Street entrance gate.

Design of a leachate collection and gas venting system had been initiated by Gartner Lee Limited in the fall of 1995. The design has since been put on hold and further investigations are underway in order to determine whether or not a leachate collection system is required.

Monitoring program results: monitoring of the surface water locations indicate the following:

leachate is discharging into Red Hill Creek

downstream samples display similar chemistry to upstream samples, indicating the landfill is not impacting Red Hill Creek.

An extensive one-year environmental monitoring program was implemented in May, 1996. The purpose of this program is to determine the appropriate course of action at this site and the final results will be available in June, 1997.

Existing Problems:

Based on field investigations and recommendations by Jagger Hims Limited, Gartner Lee Limited was hired in 1995 to design a leachate collection and gas venting system along the south and west sides of the site.

MOEE staff completed a site inspection in May 1995 and observed seeps flowing into Red Hill Creek. Because of this, they recommended that the leachate collection system should be installed along the east and north sides of the site first, not the south and west sides as Gartner Lee Limited had been instructed.

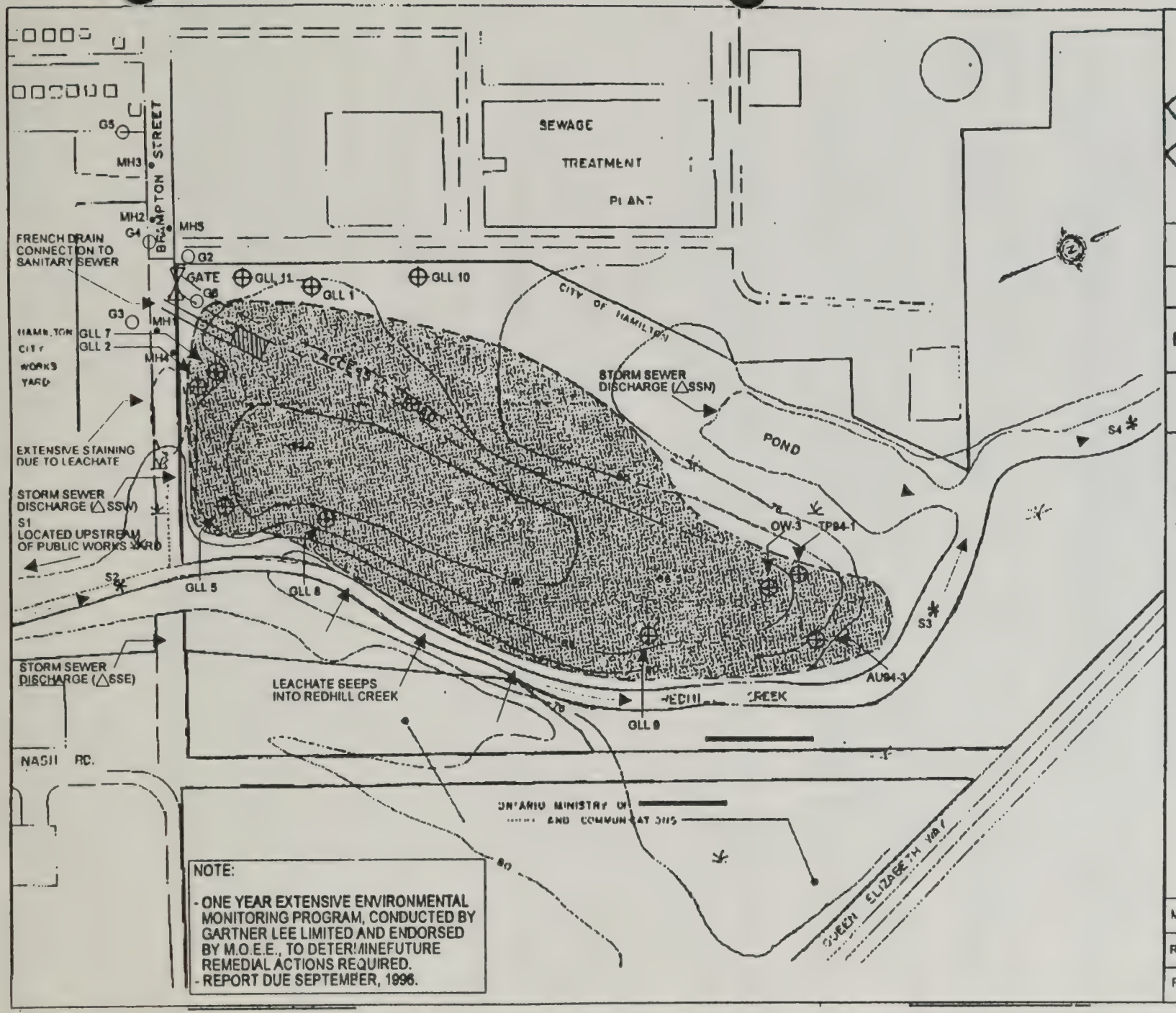
Late in 1995, Gartner Lee Limited completed its field work to support the design of the leachate collection system. Based on their findings, they suggest that a leachate collection system may not be necessary at the site at all. Their field investigations also indicate that, if a leachate collection system is installed, it will be much more difficult and expensive than originally estimated and, due to site conditions, elimination of leachate flow into Red Hill Creek is likely impossible. To determine if a leachate collection system is necessary and, if so, where it should be installed, Gartner Lee Limited suggested an intensive one-year monitoring program at the site, which was agreed to by the MOEE. The Region commenced the one-year environmental monitoring program. Final results will be available in June, 1997.

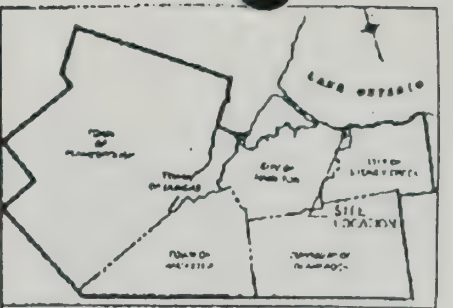
Based on the results of the environmental monitoring program, the following remediation options will be considered:

install a leachate collection system around part, or all, of the site.

install connector trenches and French drains to deal with the visible seeps. This is much more cost efficient than a leachate collection system.

Until the results of the monitoring program are in, it is impossible to determine the recommended remediation option for this site. For the purpose of this report, estimates of remediation costs are based on the worst case scenario which will require the installation of a complete leachate collection system. The cost estimates given are now believed to be low, based on the Gartner Lee work. Regardless of the remediation option decided upon, remediation of exposed leachate seeps at this site is a priority in order to eliminate the human health implications.





REGIONAL MUNICIPALITY OF HAMILTON – WENTWORTH

ENVIRONMENTAL MONITORING PROGRAM FOR OPEN AND CLOSED LANDFILLS

BRAMPTON STREET LANDFILL SITE

SITE PLAN

LEGEND

- PROPERTY LINE
- APPROXIMATE FILL AREA
- 75 CONTOUR ELEVATION (metres)
- SURFACE WATER COURSE
- SURFACE WATER FLOW DIRECTION
- INTERMITTENT CREEK / DRAINAGE DITCH
- SW4 SURFACE WATER SAMPLING STATION
- WETLAND / SWAMP
- ROAD ALLOWANCE
- △SSN MONITORING STATION AT STORM SEWER DISCHARGE
- G4 SHALLOW GAS PROBE LOCATION
- MH2 SEWER GAS MONITORING STATION
- GLL 10 EXISTING MONITORING WELL

MAP BR-1

REVISION DATE: August 12, 1996

FILE: m:\w\storage\monitor\maps\brampton.cdr

SUMMARY OF BRAMPTON STREET LANDFILL REMEDIATION

Project: Leachate Collection System for the Brampton Street Landfill Site.

Project Description: Design and installation of a leachate collection system for the Red Hill Creek side **(east)** of the former Brampton Landfill Site. If determined to be necesssary, the Region may be required to install a leachate collection system on the **west** side of the landfill as well.

Project Location: The former Brampton Landfill Site (Hamilton) is located at the base of Brampton Street, east of Woodward Avenue and immediately west of the Red Hill Creek.

Priority: **Medium**
*(High, * **Medium**, Low)*

Estimated Cost: $ 1,400,000 (**east** side only)
$ 1,400,000 (**west** side only)

Proposed Project Startup: January 1998

Reason(s) for the Project:

To remediate the problems associated with leachate seeps discharging directly into the Red Hill Creek. The former landfill does not have an effective long-term leachate collection system in place to collect and control leachate loading into the local groundwater and the Creek.

Impact of Not Doing the Work:

Leachate will continue to flow uncontrolled off-site into the Red Hill Creek, causing an impact on the quality of the Creek as well as the general environment.

The MOEE will have cause to charge the Region if remediation measures are not implemented in an effective and timely manner.

BINBROOK FORMER LANDFILL SITE GENERAL OVERVIEW

Site location: East side of Fletchers Road, immediately north of Kirk Road; Binbrook

Site size: 0.4 acres total, most of which has been covered by waste.

Period of Operation: - 1980

Surrounding land use: Agricultural land and rural residences.

Geology: Overburden of clay and silt deposits, approximately 13 - 19 meters thick. Underlying bedrock is grey dolostone.

Hydrology: The site is located within the Welland River drainage basin. An intermittent creek is adjacent to the northeast side of the site and eventually joins the Welland River to the south. Any leachate or surface water from the landfill will likely discharge into the seasonal creek.

Hydrogeology: An unconfined (water table) aquifer probably exists within the top several metres of weathered clay overburden. Groundwater flow within this aquifer is likely controlled by surface topography and is therefore likely toward the northeast in the direction of the creek. Deeper aquifers are likely present within the top of the fractured bedrock at depths of 13 to 19 metres below ground.

Potable Wells: Private water supply in the area is obtained from the deeper dolostone bedrock aquifer which is separated from the ground surface by about 13 metres to 19 metres of silty clay till. Groundwater flow within the bedrock aquifer is likely towards the southeast. Given that the bedrock aquifer is separated by a thick unit of clay and silt, there is a very low susceptibility to groundwater contamination from the landfill.

Methane gas: Since the landfill is generally located above the ground surface and due to the fact that the surrounding sediments are low permeability silts and clays, the potential for lateral migration within the subsurface and subsequent adverse impact to adjacent properties from methane gas is low.

Leachate production: Approximately 1.0×10^6 litres generated annually.

Leachate collection system: None

Monitoring program results: Only surface water data has been collected to date.

A leachate seep has been sited and sampled at the northeast side of the site. The chemistry at the leachate spring (SW1) is consistent with landfill leachate. Generally, the downstream samples (SW3) show a similar chemistry to the upstream samples (SW2) of the seasonal creek, suggesting the landfill is not impacting the seasonal creek. However, questions were raised regarding the downstream sampling location and, in 1996, the location was changed to more accurately reflect the downstream water conditions.

In addition, the limited chemistry analyses previously performed on the samples do not provide a complete chemical profile of potential contaminants that may be present within the landfill. Therefore, in 1996, the parameter list was increased from seventeen to fifty-six.

Existing problems: The leachate seep that has been observed on the northeast side of the landfill discharges into the nearby, intermittent creek and therefore is not in compliance with the Reasonable Use Guideline B-7 of the MOEE. The assessment of this site, to date, includes the following:

in November 1995, Jagger Hims Limited was hired to do a preliminary investigation of the site. Their report of January 8, 1996 indicates that there is evidence the water quality of the creek is being comprised due to leachate contamination.

two groundwater monitors (upgradient and downgradient of the refuse) were installed in June, 1996. Their purpose is to monitor the groundwater levels and chemistry; to determine whether the landfill is in compliance with guideline B-7; and, to determine the efficiency of a leachate collection system, if one is installed.

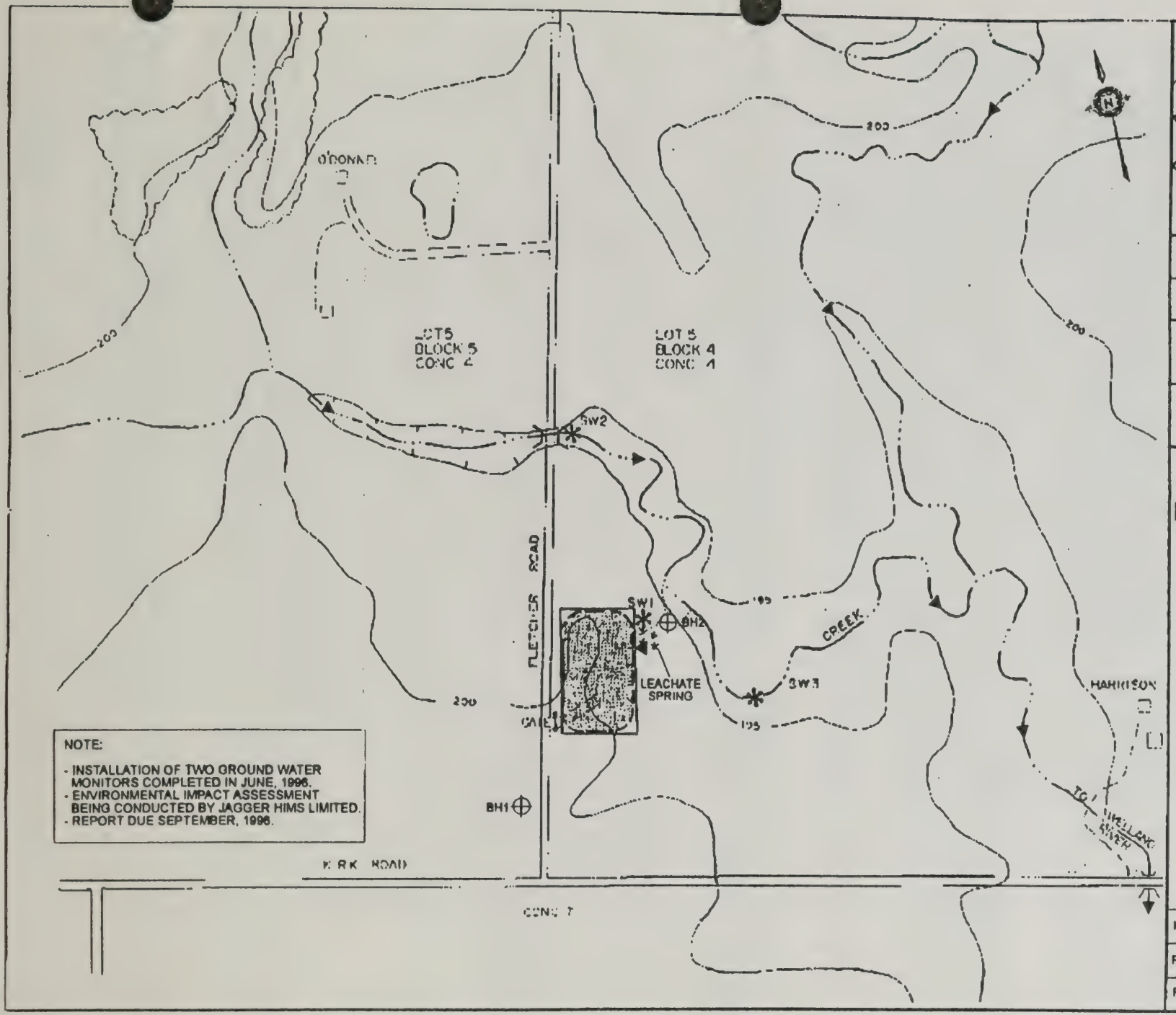
a final report on this preliminary investigation will be available in September, 1996.

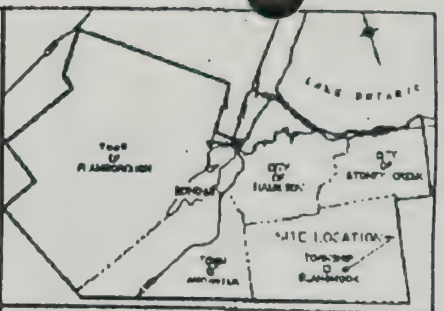
Remediation options outlined to date include:

constructing a berm along the east edge of the landfill. This would only temporarily restrict the leachate seepage. In time, the leachate mound in the refuse would gradually rise and, eventually, leachate springs would appear at the top of the berm and possibly along the toe of the berm.

installation of a leachate collection and removal system. Although much more expensive than constructing a berm, this would deal with the leachate problem much more effectively.

In comparison to other closed landfill sites requiring remediation, the environmental impact of the Binbrook Landfill Site is quite low, due to the small size of the site and the leachate seep. Also, as the local potable wells are not likely affected by leachate, other sites have been prioritized higher.





REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH

ENVIRONMENTAL MONITORING PROGRAM FOR OPEN AND CLOSED LANDFILLS

BINBROOK LANDFILL SITE

SITE PLAN

LEGEND

- PROPERTY LINE
- APPROXIMATE FILL AREA
- SURFACE WATER COARSE
- 200 CONTOUR LINE
- SW2 EXISTING SURFACE WATER SAMPLING LOCATION
- BH1 GROUND WATER MONITORS
- SURFACE WATER FLOW DIRECTION
- CULVERT
- DRAINAGE DITCH

MAP BB-1

REVISION DATE: August 12, 1996

FILE: m:\wis\srage\monitor\maps\binbrook.cdr

SUMMARY OF BINBROOK LANDFILL REMEDIATION

Project: Binbrook Landfill Site

Project Description: Proposal to improve site conditions and remediate the problem associated with leachate springs on the East side of the site discharging onto adjacent properties , as well as to control and reduce the flow of leachate from going directly to these properties.

Project Location: The former Binbrook Landfill Site is located in Binbrook, at the north-east corner of Fletchers Road and Kirk Road intersection. The former landfill occupies an area of approximately 0.4 hectares and is bounded primarily by agricultural lands.

Priority: **Low**
*(High, Medium, * Low)*

Estimated Cost: $ 265,000 (approximate)

Proposed Project Startup: Not determined.

Reason(s) for the Project:

To remediate the problems associated with leachate seeps discharging directly onto private properties adjacent to the Landfill. More specifically, in order to mitigate the potential of the leachate's deleterious impact on the groundwater and general environment.

Impact of Not Doing the Work:

Leachate will continue to flow uncontrolled off-site, environmental and potential health problems will persist causing an impact on the quality of life of the neighbouring residents and their properties.

The MOEE will have cause to charge the Region if remediation measures are not implemented in an effective and timely manner.

STONEY CREEK FORMER LANDFILL SITE GENERAL OVERVIEW

Site location: on the north side of Green Mountain Road, at Sixth Road; Stoney Creek.

Site size: 2.8 hectares total, approximately 2.1 hectares covered with waste.

Period of Operation: - 1978

Surrounding land use: Primarily agricultural. Rural residences are within the vicinity, but there are none within 500 meters of the site. The site is within the Saltfleet Woodlot ESA.

Geology: Overburden of primarily silt and clay, approximately 4 - 5 meters thick. Underlying bedrock is fractured dolostone.

Hydrology: The site is located close to a surface water divide between the Stoney Creek and Forty Mile Creek watersheds. Most surface water runoff is directed north towards a drainage trench which flows eastward, eventually discharging into a tributary of Forty Mile Creek. Some surface water also flows westerly, eventually discharging into Stoney Creek which is approximately 150 meters north of the site.

In 1995, small leachate seeps were observed along the north slope of the site and surface water at the north-west corner of the site was contaminated with leachate.

Hydrogeology: An unconfined (water table) aquifer occurs within the shallow overburden (within the top several meters) and discharges to the wetland areas surrounding the landfill, eventually discharging into Forty Mile Creek. A deeper aquifer occurs at the overburden / bedrock contact and flows northwest.

Potable Wells: There is no municipal supply of water to residences in the area. MOEE water well records indicate the majority of private wells receive their supply from the top of the bedrock.

Methane gas: Since the landfill is generally above the ground surface and due to the fact that the surrounding overburden is of a low permeability (silts and clays) and the water table around the site is close to or at the ground surface, the potential for lateral off-site migration of methane gas from the landfill is low. Methane gas will likely vent naturally through the landfill sideslopes or cover.

Leachate production: Approximately 2.1 X 10^6 litres generated annually.

Leachate collection system: None

Monitoring program results: The chemistry results of recent surface water samples indicate that leachate is seeping from the base of the landfill at the property line, moving off-site and mixing with surface water, particularly at the northwest corner of the site where concentrations were typically highest. However, the chemistry in Stoney Creek does not change significantly downgradient of the landfill.

Only limited data is available for the monitoring wells due to a low sampling frequency and the fact that most of the monitors had been destroyed over time. The limited chemistry analyses performed on the samples to date, do not provide a complete chemical profile of potential contaminants that may be present

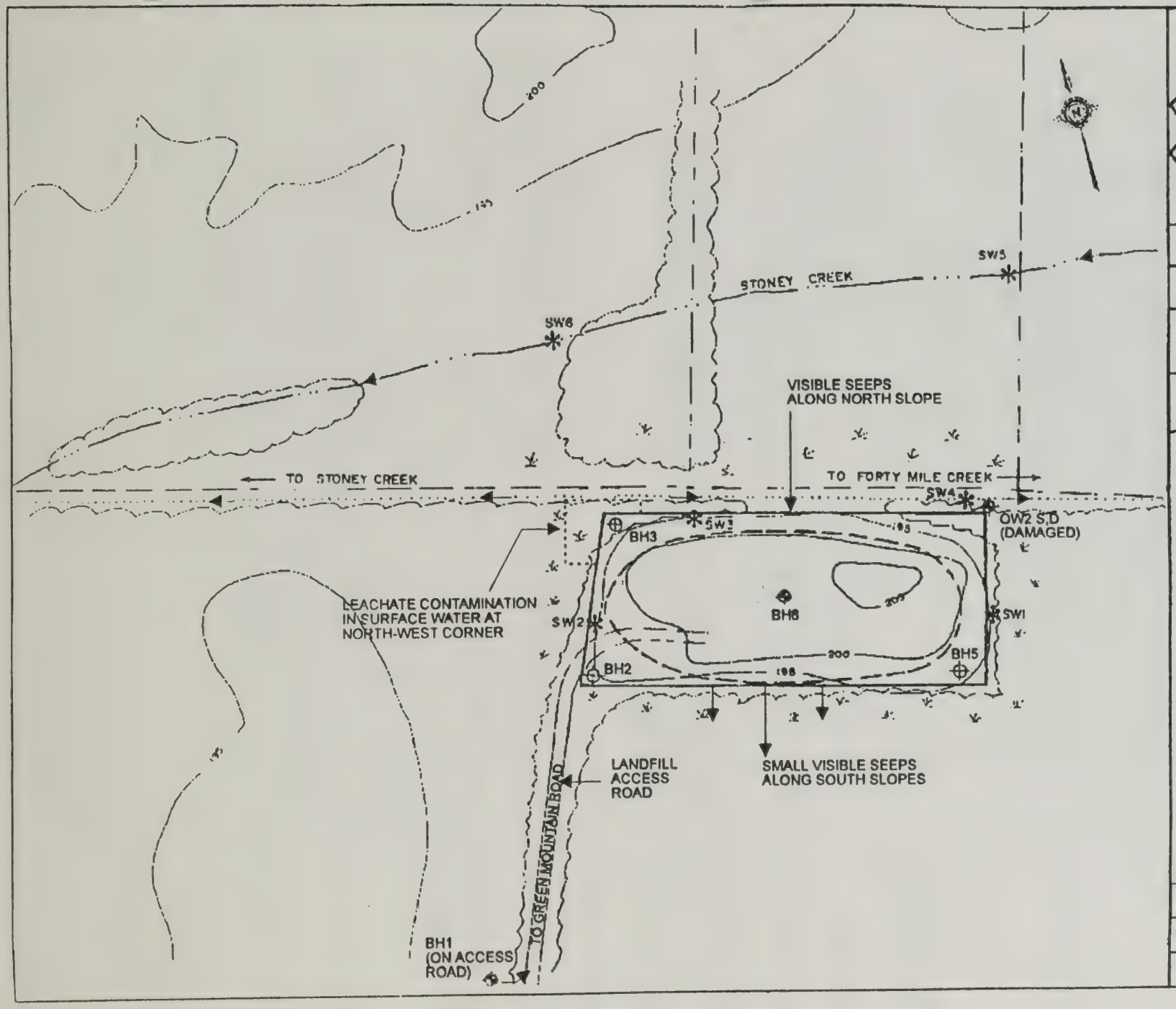
within the landfill. In addition, the limited sampling undertaken to date does not account for seasonal or long-term variation. To rectify this, new monitors were installed in the fall of 1995 at three of the four corners of the site, on the access road and into the mound itself. These were sampled for the first time in the spring of 1996. The revised monitoring program will include bi-annual monitoring of all groundwater and surface water locations, with 56 parameters analyzed.

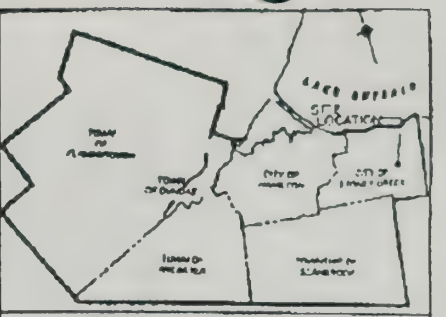
The chemistry results for the surface water sampling indicates that the landfill is not significantly impacting the surrounding wetland area, since samples taken downstream of the landfill do not exceed parameters in the samples taken upstream of the landfill. However, leachate contamination at the north-west corner of the site has been confirmed.

Existing Problems: At present, leachate has mounded within the landfill and is beginning to escape over the berm which surrounds the base of the mound of waste. Some leakage is occurring under the berm as well.

A preliminary investigation of the leachate problem was conducted by Jagger Hims Limited in December, 1995. Their report, issued in January, 1996, outlines various options available for dealing with the leachate mound. It appears that a leachate collection and removal system would be most effective at reducing the mound and preventing further off-site migration of leachate. Further study is required in order to determine the cost of a detailed design of such a system. Once the design is finalized, construction details can be established.

With the limited information available to date, the cost of remediating this site has been estimated at $1,600,000.00. In comparison to other closed landfill sites requiring remediation, this site has been given a low priority rating. Although off-site contamination is occurring, environmental and human health implications are relatively low.





REGIONAL MUNICIPALITY OF HAMILTON – WENTWORTH

ENVIRONMENTAL MONITORING PROGRAM FOR OPEN AND CLOSED LANDFILLS

STONEY CREEK LANDFILL SITE

SITE PLAN

LEGEND

- PROPERTY LINE
- APPROXIMATE FILL AREA
- SECONDARY ROAD
- TREELINE
- CONTOUR
- OW2 EXISTING MONITORING WELL LOCATION
- PROPOSED MONITORING WELL LOCATION
- SW6 SURFACE WATER SAMPLING LOCATION
- SURFACE WATER FLOW DIRECTION
- INTERMITTENT STREAM / DRAINAGE TRENCH
- WETLAND / SWAMP
- SURFACE WATER COURSE

MAP SC-1

REVISION DATE: August 12, 1996

FILE: m:\w\storage\monitor\maps\st-creek.cdr

SUMMARY OF STONEY CREEK LANDFILL REMEDIATION

Project: Stoney Creek Landfill Site Leachate Control

Project Description: Proposal to improve site conditions and remediate the problem associated with leachate migration off-site to adjacent properties. The preferred remedial action involves capping the surface of the landfill with a cover material that will reduce infiltration of fluids into the waste, and installing an effective leachate collection system to prevent/reduce leachate migration.

Project Location: The 2.8 hectare former Stoney Creek Landfill Site is located in the City of Stoney Creek, north-east of the Green Mountain Rd. and 6th. Concession intersection. It is bounded within Saltfleet Woodlot Environmentally Sensitive Area.

Priority: **Low**
*(High, Medium, * Low)*

Estimated Cost: $1,600,000 (rough estimate)

Proposed Project Startup: Not determined.

Reason(s) for the Project:

To remediate the problems associated with leachate seeps discharging directly onto private properties adjacent to the Landfill. More specifically, in order to mitigate the potential of the leachate's deleterious impact on the groundwater and general environment.

Impact of Not Doing the Work:

Leachate will continue to flow uncontrolled off-site, environmental and potential health problems will persist causing an impact on the quality of life of the neighbouring residents and their properties.

The MOEE will have cause to charge the Region if remediation measures are not implemented in an effective and timely manner.

3(iii)(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 24
T104-96 V. M. Zingaro

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: 1997-2006 Provisional Capital Budget
Roads Division (R-96-55)

RECOMMENDATION:

a) That the attached Capital Projects from the Roads Division be considered for inclusion in the ten year 1997-2006 Provisional Capital Budget; and

b) That these Capital Projects be reviewed by the Management Team (Capital Budget Sub-Committee) for consideration by the Committee of the Whole and Council.

E. M. Gill, P. Eng.
Senior Director
Roads Division

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

To be reviewed by the Management Team (Capital Budget Sub-Committee).

Cont'd...

1997-2006 Capital Budget, Roads Division

BACKGROUND:

Departmental Overview

The attached Capital Budget Submission Forms are based on the guidelines developed and approved by City Council over the last three years.

	Gross	Subsidy	Net
1997-2006 Proposed Capital Budget (1997-2006 costs)	$11,652	$ 0	$11,652
1996-2005 Approved Capital Budget (1996-2005 costs)	14,562	123	14,439
	$(2,910)	$(123)	$(2,787)

NET CAPITAL BUDGET BY YEAR

	Net Cost (000's)		
	Past 1996-2005 Capital Budget	Proposed 1997-2006 Capital Budget	Over/(Under)
1996	1,080	0	(1,080)
1997	1,121	925	(196)
1998	1,654	1,578	(76)
1999	1,443	1,084	(359)
2000	1,465	1,189	(276)
2001	1,488	1,036	(452)
2002	1,511	1,186	(425)
2003	1,535	1,138	(397)
2004	1,559	1,193	(366)
2005	1,583	1,182	(401)
2006	------	1,241	1,241
TOTAL	$14,439	$11,652	$ (2,787)

The gross cost of capital projects recommended by the Roads Division amounts to $11,652,000 in comparison to $14,562,000 as outlined in the ten year approved 1996-2005 Capital Budget. This represents an overall expenditure decrease of $2,787,000.

Cont'd...

1997-2006 Capital Budget, Roads Division

BACKGROUND: (Cont'd)

A reduction was made in the City's Share of Services Through Unsubdivided Lands in each year of 1997, 1998 and 1999 to account for the projected lower rate of subdivision activity anticipated.

The Storm Water Retention Pond project was moved from 1997 to 1998 to coordinate with the Region's draft Capital Budget for the Storm Sewer Outlet. This project is a $200,000 expenditure and will involve the construction of a system of water ponds to collect, purify and redistribute surface water from the East Mountain Industrial Area.

The Bay Street Bridge deck replacement project was moved from 1996 to 1998 to coordinate with Canadian National Railways project rescheduling of their work.

A $40,000 increase, in the proposed 1999 programme resulted from the addition of the new Locke Street Bridge deck replacement project. This project will be done in conjunction with Canadian National Railways who will be responsible for the replacement of the deck, expansion joint and waterproofing. The City of Hamilton is responsible for the surface asphalt replacement only.

A $100,000 increase in 1999 and $200,000 increase in 2000 programmes resulted from the addition of the new subdivision watershed plan of tributaries to the Red Hill Creek. The need for this project is to comply with Provincial water quality initiatives and RAP recommendations.

:vmz/sv

cc: A. Ross, City Treasurer
J. Pavelka, C.A.O.
S. Reeder, Secretary, Finance and Administration Committee

The Corporation of the City of Hamilton

1997-2006 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER ____
(Treasury to complete)

1. **DEPARTMENT/LOCAL BOARD:** Roads - Programming and Development

2. **PROJECT SUMMARY:**
   (a) Name (max. of 45 characters) 1997 City Share of Services
   (b) Type of Project Financing of the City's share for municipal services
   (c) Location Residential subdivision developments within the City of Hamilton
   (d) Scope/Description of Work Financing of the City's share for municipal services within residential subdivision developments (road, sidewalk, curb, 0.3m reserve) within the City of Hamilton.
   (e) Remarks Funds can be recovered from future development

3. **REFERENCE TO RELATED PROJECTS:**
   (a) Submitting Department
   (b) Project Name
   (c) Start Year
   (d) Net City Cost $

4. **DEPARTMENT PRIORITY ORDER:** # 1 of __

5. **PROJECT JUSTIFICATION ("Yes" or "No"):**

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	Yes
(b)	HEALTH/SAFETY/ENVIRONMENT	No
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	No
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	No
(e)	ECONOMIC DEVELOPMENT	Yes
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	No
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	No
(h)	GROWTH RELATED PROJECT	Yes

Describe Justification:

6. **FEASIBILITY STUDY:**
   (a) START DATE (YEAR)
   (b) COMPLETION DATE (YEAR)
   (c) GROSS COST $

7. **PROJECT:**
   (a) START DATE (YEAR) 1997
   (b) COMPLETION DATE (YEAR) 1997
   (c) GROSS COST (Start Year Dollars) $ 800 000
   (d) LESS PROVINCIAL SUBSIDIES (Describe nature of subsidy) $
   (e) LESS OTHER RECEIPTS (Specify) $
   (f) NET CITY'S COST $ 800 000

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1997-2006 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER ____
(Treasury to complete)

8. **NET EXPENDITURE BY YEAR:**

- 1997	$ 800 000	- 2002	$ 0
- 1998	$ 0	- 2003	$ 0
- 1999	$ 0	- 2004	$ 0
- 2000	$ 0	- 2005	$ 0
- 2001	$ 0	- 2006	$ 0

9. **ADDITIONAL ANNUALIZED NET OPERATING COSTS/(SAVINGS):**

(a) Staffing $ ____
Building Operations & Maintenance $ ____
Other (specify) ____ $ ____

GROSS COST (All Inclusive) $ 19 900

(b) LESS RECOVERY/REVENUE (specify) ____ $ ____

(c) NET CITY'S COST $ 19 900

Note: Where amounts include operating cost & revenue estimates which impact other City departments, attach addendum breaking down estimates by department.

10. **CAPITAL AND OPERATING ESTIMATE PREPARED BY:**

(a) Project Manager's Name ____
(b) Basis of assumptions ____

11. **WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET PROGRAM?**

No _ Yes X; if yes,

(a) PROJECT NO. (Per 1996-2005 Capital Budget Program) 67.1

(b) AT CITY'S COST OF $ 1 021 000

(c) SCHEDULED TO START IN THE YEAR 1997

Ted Cain
Signature of Department Head/ Local Board Manager

1996 Oct 30
Date

---

12. ***FUNDING (Treasury Department To Complete):***

(a) NATURE OF PROPOSED FINANCING: ____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes __ *No* __

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ ____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ ____

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1997-2006 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER _____
(Treasury to complete)

1. **DEPARTMENT/LOCAL BOARD**: Roads - Programming and Development

2. **PROJECT SUMMARY**:
   (a) Name (max. of 45 characters) 1998 - 2006 City Share of Services
   (b) Type of Project Financing of the City's share for municipal services
   (c) Location Residential subdivision developments within the City of Hamilton
   (d) Scope/Description of Work Financing of the City's share for municipal services within residential subdivision developments (road, sidewalk, curb, 0.3m reserve) within the City of Hamilton.
   (e) Remarks Funds can be recovered from future development

3. **REFERENCE TO RELATED PROJECTS**:
   (a) Submitting Department
   (b) Project Name
   (c) Start Year
   (d) Net City Cost $

4. **DEPARTMENT PRIORITY ORDER**: # 2 of __

5. **PROJECT JUSTIFICATION ("Yes" or "No")**:

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	Yes
(b)	HEALTH/SAFETY/ENVIRONMENT	No
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	No
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	No
(e)	ECONOMIC DEVELOPMENT	Yes
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	No
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	No
(h)	GROWTH RELATED PROJECT	Yes

Describe Justification:

6. **FEASIBILITY STUDY**:
   (a) START DATE (YEAR)
   (b) COMPLETION DATE (YEAR)
   (c) GROSS COST $

7. **PROJECT**:
   (a) START DATE (YEAR) 1998
   (b) COMPLETION DATE (YEAR) 2006
   (c) GROSS COST (Start Year Dollars) $ 9 262 000
   (d) LESS PROVINCIAL SUBSIDIES (Describe nature of subsidy) $
   (e) LESS OTHER RECEIPTS (Specify) $
   (f) NET CITY'S COST $ 9 262 000

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1997-2006 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER ____
(Treasury to complete)

8. **NET EXPENDITURE BY YEAR:**

- 1997	$ 0	- 2002	$ 1 021 000
- 1998	$ 840 000	- 2003	$ 1 072 000
- 1999	$ 882 000	- 2004	$ 1 126 000
- 2000	$ 926 000	- 2005	$ 1 182 000
- 2001	$ 972 000	- 2006	$ 1 241 000

9. **ADDITIONAL ANNUALIZED NET OPERATING COSTS/(SAVINGS):**

(a) Staffing $ _____
Building Operations & Maintenance $ _____
Other (specify) _____ $ _____

GROSS COST (All Inclusive) $ _____

(b) LESS RECOVERY/REVENUE (specify) _____ $ _____

(c) NET CITY'S COST $ _____

Note: Where amounts include operating cost & revenue estimates which impact other City departments, attach addendum breaking down estimates by department.

10. **CAPITAL AND OPERATING ESTIMATE PREPARED BY:**

(a) Project Manager's Name _____
(b) Basis of assumptions _____

11. **WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET PROGRAM?**

No _ Yes X; if yes,

(a) PROJECT NO. (Per 1996-2005 Capital Budget Program) 67.2 - 67.9

(b) AT CITY'S COST OF $ 12 406 000

(c) SCHEDULED TO START IN THE YEAR 1997

Ted Gin — 1996 Oct 30

Signature of Department Head/ Local Board Manager — *Date*

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12. ***FUNDING (Treasury Department To Complete):***

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes __ *No* __

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1997-2006 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER ____
(Treasury to complete)

1. **DEPARTMENT/LOCAL BOARD**: Roads - Programming and Development

2. **PROJECT SUMMARY**:
   (a) Name (max. of 45 characters) Rehabilitation of Bay Street Overhead Bridge
   (b) Type of Project Bridge rehabilitation
   (c) Location Bay Street
   (d) Scope/Description of Work Replacement of expansion joint at the south abutment, repair of deteriorated bridge deck and new waterproofing and asphalt.

   (e) Remarks The City's cost is for the removal and replacement of the bridge road surface asphalt only.

3. **REFERENCE TO RELATED PROJECTS**:
   (a) Submitting Department
   (b) Project Name
   (c) Start Year
   (d) Net City Cost $

4. **DEPARTMENT PRIORITY ORDER**: # 3 of __

5. **PROJECT JUSTIFICATION ("Yes" or "No")**:

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	No
(b)	HEALTH/SAFETY/ENVIRONMENT	Yes
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	No
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	No
(e)	ECONOMIC DEVELOPMENT	N0
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	Yes
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	Yes
(h)	GROWTH RELATED PROJECT	No

Describe Justification:

6. **FEASIBILITY STUDY**:
   (a) START DATE (YEAR)
   (b) COMPLETION DATE (YEAR)
   (c) GROSS COST $

7. **PROJECT**:
   (a) START DATE (YEAR) 1998
   (b) COMPLETION DATE (YEAR) 1998
   (c) GROSS COST (Start Year Dollars) $ 40 000
   (d) LESS PROVINCIAL SUBSIDIES (Describe nature of subsidy) $
   (e) LESS OTHER RECEIPTS (Specify) $
   (f) NET CITY'S COST $ 40 000

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1997-2006 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER ____
(Treasury to complete)

8. **NET EXPENDITURE BY YEAR:**

- 1997	$ _____	- 2002	$ _____
- 1998	$ 40 000	- 2003	$ _____
- 1999	$ _____	- 2004	$ _____
- 2000	$ _____	- 2005	$ _____
- 2001	$ _____	- 2006	$ _____

9. **ADDITIONAL ANNUALIZED NET OPERATING COSTS/(SAVINGS):**

(a) Staffing $ _____
Building Operations & Maintenance $ _____
Other (specify) _____ $ _____

GROSS COST (All Inclusive) $ _____

(b) LESS RECOVERY/REVENUE (specify) _____ $ _____

(c) NET CITY'S COST $ _____

Note: Where amounts include operating cost & revenue estimates which impact other City departments, attach addendum breaking down estimates by department.

10. **CAPITAL AND OPERATING ESTIMATE PREPARED BY:**

(a) Project Manager's Name _____
(b) Basis of assumptions Estimate approved by the Manager of Structures and the Manager of Road Programming for the Roads Department.

11. **WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET PROGRAM?**
No Yes X; if yes,

(a) PROJECT NO. (Per 1996-2005 Capital Budget Program) 68.0

(b) AT CITY'S COST OF $ 40 000

(c) SCHEDULED TO START IN THE YEAR 1996

Ted Gin
Signature of Department Head/ Local Board Manager

1996 Oct 30
Date

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12. ***FUNDING (Treasury Department To Complete):***

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes __ *No* __

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1997-2006 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER ____
(Treasury to complete)

1. **DEPARTMENT/LOCAL BOARD**: Roads - Programming and Development

2. **PROJECT SUMMARY**:
   (a) Name (max. of 45 characters) Railway Crossing - Hi Rail installation
   (b) Type of Project Upgrading of various railway crossings on City roads.
   (c) Location Various City roads
   (d) Scope/Description of Work Upgrading of various railway crossings on City roads utilizing the Hi Rail Rubber system. Installation of Hi Rail increases longevity of the crossing surface and improves driver safety and comfort.

   (e) Remarks City - Hi Rail purchase, asphalt, signs, Police control, flagging. Railways - installation

3. **REFERENCE TO RELATED PROJECTS**:
   (a) Submitting Department
   (b) Project Name
   (c) Start Year
   (d) Net City Cost $

4. **DEPARTMENT PRIORITY ORDER**: # 4 of __

5. **PROJECT JUSTIFICATION ("Yes" or "No")**:

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	Yes
(b)	HEALTH/SAFETY/ENVIRONMENT	Yes
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	No
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	No
(e)	ECONOMIC DEVELOPMENT	Yes
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	Yes
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	Yes
(h)	GROWTH RELATED PROJECT	No

Describe Justification:

6. **FEASIBILITY STUDY**:
   (a) START DATE (YEAR)
   (b) COMPLETION DATE (YEAR)
   (c) GROSS COST $

7. **PROJECT**:
   (a) START DATE (YEAR) 1997
   (b) COMPLETION DATE (YEAR) 2006
   (c) GROSS COST (Start Year Dollars) $ 508 000
   (d) LESS PROVINCIAL SUBSIDIES (Describe nature of subsidy) $
   (e) LESS OTHER RECEIPTS (Specify) $
   (f) NET CITY'S COST $ 508 000

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1997-2006 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER ____
(Treasury to complete)

8. **NET EXPENDITURE BY YEAR:**

- 1997	$ 60 000	- 2002	$ 65 000
- 1998	$ 61 000	- 2003	$ 66 000
- 1999	$ 62 000	- 2004	$ 67 000
- 2000	$ 63 000	- 2005	$ 0
- 2001	$ 64 000	- 2006	$ 0

9. **ADDITIONAL ANNUALIZED NET OPERATING COSTS/(SAVINGS):**

(a) Staffing $ _____
Building Operations & Maintenance $ _____
Other (specify) _____ $ _____

GROSS COST (All Inclusive) $ _____

(b) LESS RECOVERY/REVENUE (specify) _____ $ _____

(c) NET CITY'S COST $ _____

Note: Where amounts include operating cost & revenue estimates which impact other City departments, attach addendum breaking down estimates by department.

10. **CAPITAL AND OPERATING ESTIMATE PREPARED BY:**

(a) Project Manager's Name _____
(b) Basis of assumptions Estimate based on current crossing upgrading costs and the number of crossings presently reconstructed per year.

11. **WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET PROGRAM?**
No _ Yes X; if yes,

(a) PROJECT NO. (Per 1996-2005 Capital Budget Program) 69.1 - 69.9

(b) AT CITY'S COST OF $ 801 000

(c) SCHEDULED TO START IN THE YEAR 1997

Ted Kirin — 1996 Oct 30

Signature of Department Head/ Local Board Manager — *Date*

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12. ***FUNDING (Treasury Department To Complete):***

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes __ *No* __

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1997-2006 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER ____
(Treasury to complete)

1. **DEPARTMENT/LOCAL BOARD**: Roads - Programming and Development

2. **PROJECT SUMMARY**:
(a) Name (max. of 45 characters) Replacement of the Valley Inn Road Bridge
(b) Type of Project Engineering and replacement of bridge
(c) Location Valley Inn Road
(d) Scope/Description of Work Engineering and replacement of the Valley Inn Road Bailey Bridge which was placed temporarily over Grindstone Creek.

1997 - Undertake Preliminary Engineering (moved from 1996 to co-ordinate with the City of Burlington
1998 - Undertake bridge replacement (moved from 1997 to co-ordinate with the City of Burlington

(e) Remarks

3. **REFERENCE TO RELATED PROJECTS**:
(a) Submitting Department
(b) Project Name
(c) Start Year
(d) Net City Cost $

4. **DEPARTMENT PRIORITY ORDER**: # 5 of __

5. **PROJECT JUSTIFICATION ("Yes" or "No")**:

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	Yes
(b)	HEALTH/SAFETY/ENVIRONMENT	Yes
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	Yes
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	No
(e)	ECONOMIC DEVELOPMENT	No
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	Yes
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	Yes
(h)	GROWTH RELATED PROJECT	No

Describe Justification:

6. **FEASIBILITY STUDY**:
(a) START DATE (YEAR)
(b) COMPLETION DATE (YEAR)
(c) GROSS COST $

7. **PROJECT**:
(a) START DATE (YEAR) 1997
(b) COMPLETION DATE (YEAR) 1998
(c) GROSS COST (Start Year Dollars) $ 906 000
(d) LESS PROVINCIAL SUBSIDIES (Describe nature of subsidy) $
(e) LESS OTHER RECEIPTS (Specify) City of Burlington - 50% $ 452 000
(f) NET CITY'S COST $ 452 000

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1997-2006 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER ____
(Treasury to complete)

8. **NET EXPENDITURE BY YEAR:**

- 1997	$ 15 000	- 2002	$
- 1998	$ 437 000	- 2003	$
- 1999	$	- 2004	$
- 2000	$	- 2005	$
- 2001	$	- 2006	$

9. **ADDITIONAL ANNUALIZED NET OPERATING COSTS/(SAVINGS):**

(a) Staffing $ ____
Building Operations & Maintenance $ ____
Other (specify) ____ $ ____

GROSS COST (All Inclusive) $ ____

(b) LESS RECOVERY/REVENUE (specify) ____ $ ____

(c) NET CITY'S COST $ ____

Note: Where amounts include operating cost & revenue estimates which impact other City departments, attach addendum breaking down estimates by department.

10. **CAPITAL AND OPERATING ESTIMATE PREPARED BY:**

(a) Project Manager's Name ____
(b) Basis of assumptions Estimate approved by Manager of Structures

11. **WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET PROGRAM?**

No _ Yes X; if yes,

(a) PROJECT NO. (Per 1996-2005 Capital Budget Program) 70.0

(b) AT CITY'S COST OF $ 341 000

(c) SCHEDULED TO START IN THE YEAR 1996/97

Ted Cain — 1996 Oct 30

Signature of Department Head/ Local Board Manager — *Date*

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12. ***FUNDING (Treasury Department To Complete):***

(a) NATURE OF PROPOSED FINANCING: ____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes __ *No* __

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ ____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ ____

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1997-2006 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER ____
(Treasury to complete)

1. **DEPARTMENT/LOCAL BOARD**: Roads - Programming and Development

2. **PROJECT SUMMARY**:
   (a) Name (max. of 45 characters) Storm Water Natural Retention System
   (b) Type of Project Construction and Pre-Engineering of retention pond
   (c) Location Rymal Road East
   (d) Scope/Description of Work The construction and pre-engineering of a three stage retention pond and natural water purification system to collect, filter and re-introduce into the Red Hill Creek the surface water collected from the east mountain Industrial Park in the Rymal Road / Dartnall Road area.

   (e) Remarks Annual operating costs to be absorbed by the Hamilton Region Conservation Authority. 100% Nonresidential, 100% Residential.

3. **REFERENCE TO RELATED PROJECTS**:
   (a) Submitting Department
   (b) Project Name
   (c) Start Year
   (d) Net City Cost $

4. **DEPARTMENT PRIORITY ORDER**: # 6 of __

5. **PROJECT JUSTIFICATION ("Yes" or "No")**:

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	Yes
(b)	HEALTH/SAFETY/ENVIRONMENT	Yes
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	No
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	No
(e)	ECONOMIC DEVELOPMENT	No
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	No
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	Yes
(h)	GROWTH RELATED PROJECT	Yes

Describe Justification:

6. **FEASIBILITY STUDY**:
   (a) START DATE (YEAR)
   (b) COMPLETION DATE (YEAR)
   (c) GROSS COST $

7. **PROJECT**:
   (a) START DATE (YEAR) 1997
   (b) COMPLETION DATE (YEAR) 1998
   (c) GROSS COST (Start Year Dollars) $ 250 000
   (d) LESS PROVINCIAL SUBSIDIES (Describe nature of subsidy) $
   (e) LESS OTHER RECEIPTS (Specify) $
   (f) NET CITY'S COST $ 250 000

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1997-2006 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER ____
(Treasury to complete)

8. **NET EXPENDITURE BY YEAR:**

- 1997	$ 50 000	- 2002	$
- 1998	$ 200 000	- 2003	$
- 1999	$	- 2004	$
- 2000	$	- 2005	$
- 2001	$	- 2006	$

9. **ADDITIONAL ANNUALIZED NET OPERATING COSTS/(SAVINGS):**

(a) Staffing $ ____
Building Operations & Maintenance $ ____
Other (specify) ____ $ ____

GROSS COST (All Inclusive) $ ____

(b) LESS RECOVERY/REVENUE (specify) ____ $ ____

(c) NET CITY'S COST $ ____

Note: Where amounts include operating cost & revenue estimates which impact other City departments, attach addendum breaking down estimates by department.

10. **CAPITAL AND OPERATING ESTIMATE PREPARED BY:**

(a) Project Manager's Name ____
(b) Basis of assumptions Estimate prepared by Roads and Environmental Department Staff

11. **WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET PROGRAM?**
No _ Yes X; if yes,

(a) PROJECT NO. (Per 1996-2005 Capital Budget Program) 71.1

(b) AT CITY'S COST OF $ 250 000

(c) SCHEDULED TO START IN THE YEAR 1997

Ted Cain
Signature of Department Head/ Local Board Manager

1996 Oct 30
Date

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12. ***FUNDING (Treasury Department To Complete):***

(a) NATURE OF PROPOSED FINANCING: ____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes __ *No* __

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ ____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ ____

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1997-2006 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER ____
(Treasury to complete)

1. **DEPARTMENT/LOCAL BOARD:** Roads - Programming and Development

2. **PROJECT SUMMARY:**
   (a) Name (max. of 45 characters) Rehabilitation of Locke Street Bridge (#1082)
   (b) Type of Project Bridge Rehabilitation
   (c) Location Locke St.
   (d) Scope/Description of Work Complete deck replacement, coating of steel and handrail, transverse expansion joint replacement.

   (e) Remarks City is responsible for asphalt surface.

3. **REFERENCE TO RELATED PROJECTS:**
   (a) Submitting Department
   (b) Project Name
   (c) Start Year
   (d) Net City Cost $

4. **DEPARTMENT PRIORITY ORDER:** # 7 of __

5. **PROJECT JUSTIFICATION ("Yes" or "No"):**

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	No
(b)	HEALTH/SAFETY/ENVIRONMENT	Yes
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	No
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	No
(e)	ECONOMIC DEVELOPMENT	No
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	Yes
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	Yes
(h)	GROWTH RELATED PROJECT	No

Describe Justification:

6. **FEASIBILITY STUDY:**
   (a) START DATE (YEAR)
   (b) COMPLETION DATE (YEAR)
   (c) GROSS COST $

7. **PROJECT:**
   (a) START DATE (YEAR) 1999
   (b) COMPLETION DATE (YEAR) 1999
   (c) GROSS COST (Start Year Dollars) $ 40 000
   (d) LESS PROVINCIAL SUBSIDIES (Describe nature of subsidy) $
   (e) LESS OTHER RECEIPTS (Specify) $
   (f) NET CITY'S COST $ 40 000

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1997-2006 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER ____
(Treasury to complete)

8. **NET EXPENDITURE BY YEAR:**

- 1997	$ _____	- 2002	$ _____
- 1998	$ _____	- 2003	$ _____
- 1999	$ 40 000	- 2004	$ _____
- 2000	$ _____	- 2005	$ _____
- 2001	$ _____	- 2006	$ _____

9. **ADDITIONAL ANNUALIZED NET OPERATING COSTS/(SAVINGS):**

(a) Staffing $ _____
Building Operations & Maintenance $ _____
Other (specify) _____ $ _____

GROSS COST (All Inclusive) $ _____

(b) LESS RECOVERY/REVENUE (specify) _____ $ _____

(c) NET CITY'S COST $ _____

Note: Where amounts include operating cost & revenue estimates which impact other City departments, attach addendum breaking down estimates by department.

10. **CAPITAL AND OPERATING ESTIMATE PREPARED BY:**

(a) Project Manager's Name _____
(b) Basis of assumptions Estimate approved by the Manager of Structures and the Manager of Road Programming for the Roads Department.

11. **WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET PROGRAM?**
No X Yes _; if yes,

(a) PROJECT NO. (Per 1996-2005 Capital Budget Program) _____

(b) AT CITY'S COST OF $ _____

(c) SCHEDULED TO START IN THE YEAR _____

Ted Gin
Signature of Department Head/ Local Board Manager

1996 Oct 30
Date

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12. ***FUNDING (Treasury Department To Complete):***

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes __ *No* __

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1997-2006 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER
(Treasury to complete)

1. **DEPARTMENT/LOCAL BOARD:** Roads - Programming and Development

2. **PROJECT SUMMARY:**
   (a) Name (max. of 45 characters) Subdivision watershed plan of tributaries of the Red Hill Creek
   (b) Type of Project Consulting Project to summarize flow sources to the Red Hill Creek
   (c) Location Red Hill Creek
   (d) Scope/Description of Work Subdivision watershed planning to comply with Provincial water quality initiatives, RAP recommendations.

   (e) Remarks

3. **REFERENCE TO RELATED PROJECTS:**
   (a) Submitting Department
   (b) Project Name
   (c) Start Year
   (d) Net City Cost $

4. **DEPARTMENT PRIORITY ORDER:** # 8 of __

5. **PROJECT JUSTIFICATION ("Yes" or "No"):**

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	Yes
(b)	HEALTH/SAFETY/ENVIRONMENT	Yes
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	Yes
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	No
(e)	ECONOMIC DEVELOPMENT	No
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	No
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	No
(h)	GROWTH RELATED PROJECT	No

Describe Justification:

6. **FEASIBILITY STUDY:**
   (a) START DATE (YEAR)
   (b) COMPLETION DATE (YEAR)
   (c) GROSS COST $

7. **PROJECT:**
   (a) START DATE (YEAR) 1999
   (b) COMPLETION DATE (YEAR) 2000
   (c) GROSS COST (Start Year Dollars) $ 300 000
   (d) LESS PROVINCIAL SUBSIDIES (Describe nature of subsidy) $
   (e) LESS OTHER RECEIPTS (Specify) $
   (f) NET CITY'S COST $ 300 000

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1997-2006 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER ____
(Treasury to complete)

8. **NET EXPENDITURE BY YEAR:**

- 1997	$ _____	- 2002	$ _____
- 1998	$ _____	- 2003	$ _____
- 1999	$ 100 000	- 2004	$ _____
- 2000	$ 200 000	- 2005	$ _____
- 2001	$ _____	- 2006	$ _____

9. **ADDITIONAL ANNUALIZED NET OPERATING COSTS/(SAVINGS):**

(a) Staffing $ _____
Building Operations & Maintenance $ _____
Other (specify) _____ $ _____

GROSS COST (All Inclusive) $ _____

(b) LESS RECOVERY/REVENUE (specify) _____ $ _____

(c) NET CITY'S COST $ _____

Note: Where amounts include operating cost & revenue estimates which impact other City departments, attach addendum breaking down estimates by department.

10. **CAPITAL AND OPERATING ESTIMATE PREPARED BY:**

(a) Project Manager's Name _____
(b) Basis of assumptions _____

11. **WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET PROGRAM?**
No X Yes _; if yes,

(a) PROJECT NO. (Per 1996-2005 Capital Budget Program) _____

(b) AT CITY'S COST OF $ _____

(c) SCHEDULED TO START IN THE YEAR _____

Ted Gaw — 1996 Oct 30

Signature of Department Head/ Local Board Manager — *Date*

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12. ***FUNDING (Treasury Department To Complete):***

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes __ *No* __

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

Note: all amounts rounded to the nearest thousand dollars

CITY OF HAMILTON

- RECOMMENDATION -

4.

DATE: 1996 October 25

REPORT TO: Kevin C. Christenson, Secretary,
Transport and Environment Committee

FROM: J. G. Pavelka, P. Eng.
Chief Administrative Officer

D. W. Vyce
Director of Property

SUBJECT: Sale of City Lands to Philip Enterprises Inc.

RECOMMENDATION:

(a) That the City owned lands being bound by Sherman Avenue North, Burlington Street East, Birch Avenue and Brant Street, Hamilton, more particularly being firstly, part of Lots 65, 66 and 71; all of Lots 67, 68, 69 and 70; and part of Reserve "D", Registered Plan 471, designated as Part 4 on Plan 62R-12643; part of Reserves "C" and "E"; all of Lots 62 and 73; and part of Lots 63 and 74, Registered Plan 471, designated as Part 5 on Plan 62R-12643; all of Lots 1, 2, 3, 4, 5, 45, 46, 47, 48, 49, 50, 51, 52 and 53; and part of Lot 54, Registered Plan 471, designated as Part 8 on Plan 62R-12643; part of Lot 9, Concession 1, in the Geographic Township of Barton and part of Lots 5, 10 and Reserve; and all of Lots 6, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22 and 23, Registered Plan 547, designated as Part 9 on Plan 62R-12643, (save and accept Part 2 on Plan 62R-13894), comprising a total area of .997 hectares (2.463 acres) more or less; secondly, part of Gerrard Street, Registered Plan 471, more particularly described as Parts 6 and 7 on Plan 62R-12643, comprising a total area of 0.203 hectares (0.502 acres) more or less, save and except the westerly one foot thereof be declared surplus to the requirements of the City in accordance with the Realty Sales Procedural By-law 95-049, for the purpose of selling the property; and,

(b) That an Offer to Purchase (Highway Closure) Agreement, to be executed by Philip Enterprises Inc., and scheduled to close on or before 1997 June 30, for the lands being bound by Sherman Avenue North, Burlington Street East, Birch Avenue and Brant Street, Hamilton, more particularly being firstly, part of Lots 65, 66 and 71; all of Lots 67, 68, 69 and 70; and part of Reserve "D", Registered Plan 471, designated as Part 4 on Plan 62R-12643; part of Reserves "C" and "E"; all of Lots 62 and 73; and part of Lots 63 and 74, Registered Plan 471, designated as Part 5 on Plan 62R-12643; all of Lots 1, 2, 3, 4, 5, 45, 46, 47, 48, 49, 50, 51, 52 and 53; and part of Lot 54, Registered Plan 471, designated as Part 8 on Plan 62R-12643; part of Lot 9, Concession 1, in the Geographic Township of Barton and part of Lots 5, 10 and Reserve; and all of Lots 6, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22 and 23, Registered Plan 547, designated as Part 9 on Plan

62R-12643, referred to as Blocks AA, BB, CC and DD on Schedule "B" attached to the agreement, (save and accept Part 2 on Plan 62R-13894, as Schedule "C" attached to the agreement), comprising a total area of .997 hectares (2.463 acres) more or less; secondly, part of Gerrard Street, Registered Plan 471, more particularly described as Parts 6 and 7 on Plan 62R-12643, comprising a total area of 0.203 hectares (0.502 acres) more or less, save and except the westerly one foot thereof which is not included in this sale to the Purchaser be declared surplus to the requirements of the City in accordance with the Realty Sales Procedural By-law 95-049, for the purpose of selling the property, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Property Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and the funds derived from this sale of $348,750, be credited to Account No. CF 4402 308750001 (Land Sales - Enclave Clearance Program); and,

(c) That the required deposit cheque in the amount of $17,437.50 be held by the City Treasurer pending Council approval; and,

(d) That the Mayor and City Clerk be authorized and directed to execute the necessary documents in a form satisfactory to the City Solicitor; and,

(e) That in accordance with Real Property Sales Procedural By-law No. 95-049:

(i) satisfactory notice has been given to the public of the intended sale;

(ii) no appraisal of the fair market value of the real property intended to be sold was obtained as industrial lands and highway closures and sales are exempt from the appraisal requirements of Section 193 of the Municipal Act;

(iii) the City Clerk be authorized and directed to execute (and issue) a Certificate of Compliance in the form prescribed pursuant to Section 193 of the Municipal Act.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The sum of $348,750 be credited to Account No. CF 4402 308750001 (Land Sales - Enclave Clearance Program).

BACKGROUND:

On 1994 February 22, City Council adopted Item 2 of the 3rd Report of the Planning and Development Committee approving the Property Department to commence negotiations with Philip Enterprises Inc. for the sale of City lands in the Alpha West Enclave on the west side of Sherman Avenue North between Burlington Street East and Gerrard Street, Hamilton, including the roads being closed.

Also, on 1995 January 31, City Council adopted Item 1 of the 2nd Report of the Transport and Environment Committee approving the stop-up closing and sale of a portion of Gerrard Street from Sherman Avenue North to 100.489 metres westerly. These roadway lands being the roads to be included in the sale to Philip Enterprises Inc.

The subject lands have been assembled since January 1987 through the acquisition of 39 residential properties in the Alpha West Enclave by the City of Hamilton at a cost of $2,574,246.30 under the Residential Enclave Clearance Program which was initiated for the purpose of purchasing and demolishing primarily residential dwelling located on the older industrial zoned sections in the north/east part of the City.

Subsequent, negotiations with Philip Enterprises Inc. have culminated in the subject Offer to Purchase which we respectfully recommend.

In compliance with Real Property Sales Procedural By-law No. 95-049, I am reporting to your Committee:

(a) On 1996 November 12, City Council will contemporaneously with the approval of the sale of the subject lands declare the lands surplus to the requirements of the City;

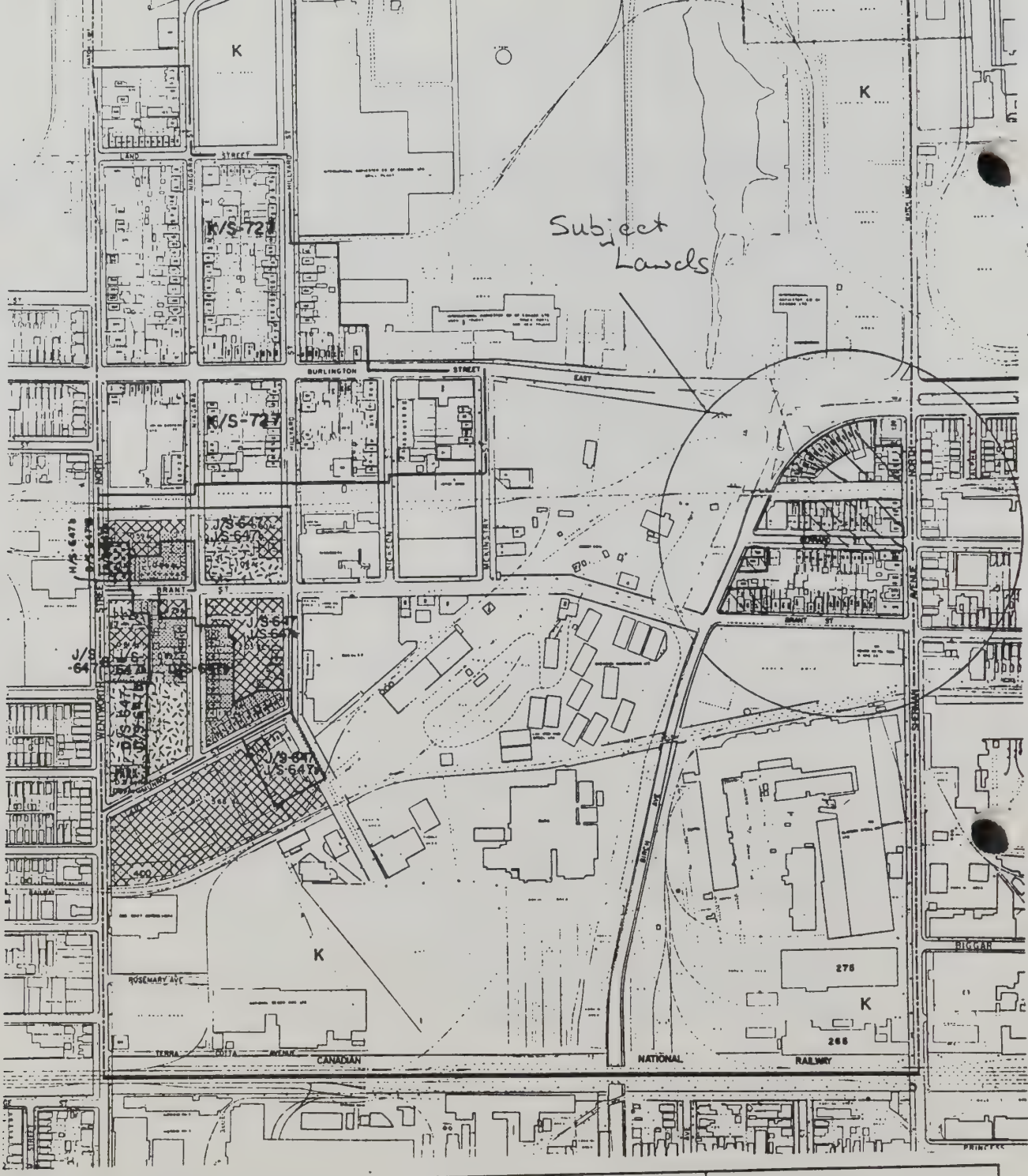
(b) that in accordance with the approved method of Notice to the Public in Real Property Sales Procedural By-law No. 95-049, satisfactory Notice given pursuant to Section 300 of the Municipal Act (highway sale provision) and the Director of Property has placed a "For Sale" sign on the subject property which included the City's name and telephone number to inform the public that the City intends to sell the said subject lands;

(c) no appraisal of fair market value of the real property being sold was obtained as industrial land and highway closures and sales are exempt from the appraisal requirements of Section 193 of the Municipal Act.

KN/nw

c.c. P. Noé Johnson, City Solicitor
A. Ross, Treasurer
C. Bandurka, Property Clerk, Surveys
J. Clairmont, Road Programming Technician, Roads Department

(94C-9)



Note: This is a GUIDE PLAN only and subject to change. For details contact The City Planning and Development Department.

N.B. UNDESIDERABLE INDUSTRIES TO BE AT A DISTANCE OF 300m. FROM RESIDENTIAL DESIGNATIONS

EXISTING POPULATION (1994) 353

LAND USE

RESIDENTIAL
- single & double
- attached housing
- ★ restricted residential * SEE POLICIES OF PLAN
- ★ mixed commercial & restricted residential * SEE POLICIES OF PLAN

COMMERCIAL
INDUSTRIAL
CIVIC & INSTITUTIONAL
PARK & RECREATIONAL
OPEN SPACE
UTILITIES
★ RESTRICTED INDUSTRIAL * SEE POLICIES OF PLAN

Neighbourhood Boundary
Zoning Boundary
Staging of Development Boundary
Match Line

Approvals
Planning Bd. SEPTEMBER 27,1978 Council OCTOBER 10,1978
Revisions

CITY OF HAMILTON
PLANNING DEPARTMENT

INDUSTRIAL SECTOR "B" & PART OF KEITH
APPROVED PLAN

NORTH

SCALE IN FEET

70

5.

CITY COUNCIL
HAMILTON, CANADA

Al

71 MAIN STREET WEST L8N 3T4 • (905) 546-4512 • RES. (905) 544-3384 - WARD 4

1996 October 8

Mr. Kevin Christenson
Secretary
Transport and Environment Committee

Dear Kevin:

RE: TREE ROOT/SEWER REIMBURSEMENT POLICY

I have received a suggestion regarding the above policy, inquiring if it would be possible for company's to bill the City directly for works that will be reimbursed, rather than having the homeowner take on this responsibility.

Elderly residents and those in the lower-income level, find it increasingly difficult to wait the 4-6 week period to receive a reimbursement, especially when this situation can arise a couple times each year.

Would you please arrange to have this matter placed on an upcoming agenda of the Transport and Environment Committee, and advise me accordingly.

Yours truly,

Dave

Dave Wilson
Alderman, Ward 4

rd

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1996 November 4
9:30 o'clock a.m.
Room 233, City Hall

AGENDA

A. ADOPTION OF THE MINUTES

Adoption of the Minutes of the Transport and Environment Committee Meeting held 1996 September 30

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. **Parking Regulations**

(a) Wilmont Court, Royal Avenue and Delbrook Court

(b) Rangeview Court, south of Redbury Street

(c) Gladstone Avenue between Cumberland Avenue and Delaware Avenue

(d) No. 129 Afton Avenue
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(e) No. 75 Tisdale Street South
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(f) No. 48 Somerset Avenue
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(g) No. 345 Tragina Avenue North
Request to modify the hours of the existing Wheelchair Loading Zone

(h) No. 31 Huron Street
Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

(i) No. 196 Wood Street East
Request to Remove a Reserved
"Permit Parking" Space for a Disabled Resident

(j) No. 25 Delena Avenue North
Request for a Wheelchair Loading Zone

(k) No. 426 John Street North
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

(l) No. 422 John Street North
Amendment of a Residential Boulevard Parking Agreement

(m) No. 62 Norman Street
Request for a Wheelchair Loading Zone

(n) No. 78 New Street
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

ii. **Intersection Control**

(a) Intersection of Bartonville Court and Garside Avenue South

(b) Intersection of Acadia Drive (west leg) and Acadia Drive (north leg)

(c) Intersection of Ferrie Street and Hughson Street North

(d) Upper Wellington Street at Sedona Court and at Jacqueline Boulevard

(e) Intersection of Lavina Crescent
and Magnolia Drive - Corner Clearances

(f) Margate Avenue and

iii. **Miscellaneous**

(a) Traffic Safety Training in Elementary Schools

(b) Supply and Delivery of Traffic Paint
during 1997, Public Works and Traffic Department

(c) North side of Hunter Street between John and James Streets - Parking Meter Duration

(d) Arnold Street and Dalewood Avenue - School Crossing Guard

(e) Queen Victoria Drive and Redbury Street - School Crossing Guard

(f) Barton Street East and Gage Avenue North School Crossing Guard Request

(g) Supply and Delivery of Traffic Signal Heads and Pedestrian Pushbuttons

(h) Supply and Delivery of Digital Solid-State Traffic Signal Controllers and Associated Hardware

(i) City of Hamilton Snow Route Map

iv. **City Engineer**

(a) To incorporate certain City land into various streets by By-laws

(b) 1996 Servicing Expenditures Related to Subdivisions

(c) Rescind Encroachment Agreement - No. 310 Robert Street

(d) Outdoor Patio Cafes - Hess Village

v. **Public Works Division**

Annual Supply and Delivery of Highway Salt and Treated Screened Sand for the 1996 - 1997 Winter Season, Public Works and Traffic Department

C. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

i. Information Items

ii. 1997 Transport and Environment Committee Meeting Schedule

iii. 1997 Ontario Good Roads Association Conference

2(A)

Monday, 1996 September 30
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Mayor R. M. Morrow
Alderman M. Kiss
Alderman B. Morelli
Alderman C. Collins
Alderman T. Jackson
Alderman F. D'Amico

Absent: Alderman G. Copps, Vacation

Also present: Alderman D. Wilson
Ms. G. Christmas, Board of Education
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. D. Lobo, Commissioner of Public Works and Traffic
Mr. C. Firth-Eagland, Public Works and Traffic Department
Mr. M. Hazell, Public Works and Traffic Department
Mr. R. Meiers, Public Works and Traffic Department
Ms. P. Noe-Johnson, City Solicitor
Mr. D. Powers, Law Department
Mr. M. Watson, Property Department
Mr. T. Gill, Roads Department
Mr. G. Aston, Roads Department
Mr. V. Terluk, Environment Department
Mr. P. Dunn, Environment Department
Mr. G. Smith, Fire Chief
Mr. B. Hunter, Health Department
Mr. S. Capstick, M.O.E.E.
Mr. P. Tice, Lawyer
Mr. L. Hotz, Hotz and Sons Ltd.
Ms. M. Copeland, Henkel Canada Ltd.
Mr. B. Taylor, Henkel Canada Ltd.
Dr. J. Heels, 49 Glenmount Ave.
Mr. K. C. Christenson, Secretary

1. **DELEGATIONS**

(a) (i) **Proposed Road Closure:**
Cathcart Street from Barton Street southerly to the existing chain link fence, 38.5 north of Robert Street

(ii) **Proposed Alley Closure:**
First Unassumed alley south of Barton Street, from Cathcart Street easterly for 13.79,

The Committee was in receipt of a report dated 1996 September 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Aston briefly reviewed the report and indicated that the following sub-section was required and should be added as an amendment;

(m) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners.

Following brief discussion, the Committee approved the following amended recommendation:

(a) That the Commissioner of Transportation be directed to prepare a By-law to stop up, close and sell the road allowance of Cathcart Street, from 13.0m south of Barton Street, southerly to the existing chain link fence, 38.5m north of Robert Street; and,

(b) That the Commissioner of Transportation be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 44 of the Regional Municipality Act R.S.O. 1990; and,

(c) That the Applicant, prepare and register a reference plan under the Registry Act; said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and that it delineate the manner in which the proposed closed portion is to be distributed to the abutting owners and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor; and,

(d) That the applicant provide an easement to the Region for two existing 0.91m x 1.21m box sewers in the proposed closure area; and,

(e) That the City Clerk be directed to publish a notice of City Council's intention to pass the By-law, pursuant to Section 301 of the Municipal Act, R.S.O. 1990; and,

(f) That the City Solicitor be authorized to make an application to a District Court Judge under Section 88 of the Registry Act, R.S.O. 1990, for an order to stop-up, close and sell the first unassumed east/west alley south of Barton Street, from Cathcart Street easterly for 13.79m; and,

(g) That the Commissioner of Transportation be directed to sign an affidavit setting out that no public funds have been expended on the portion of alleyway to be closed; and,

(h) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City of Hamilton Law Department; and,

(i) That the Applicant, prepare and register a reference plan under the Registry Act; said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and that it delineate the manner in which the proposed closed portion is to be distributed to the abutting owners and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor; and,

(j) That the Commissioner of Transportation be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 44 of the Regional Municipality Act; and,

Provided the Judge's Order to close the public unassumed alleyway is granted:

(k) That the Commissioner of Transportation be directed to prepare a by-law for the sale of the closed alleyway to the abutting owner; and,

(l) That the City Clerk be directed to publish a notice pursuant to Section 30l of The Municipal Act, R.S.O. 1990, of the City's intention to pass the By-law; and,

(m) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners.

(b) **Laidlaw Energy Technologies Ltd.**
No. 470 Kenora Avenue North
Installation of an 8" Buried Pipeline

The Committee was in receipt of correspondence from the acting City Clerk dated 1996 September 25 respecting the subject matter. The Committee agreed that the item be tabled to later in the meeting agenda in order that discussion between the City, Regional and Laidlaw staff could take place on the subject.

(c) **Henkel Canada Ltd.**
Site Contamination
Ms. M. Copeland, Axcess;
Mr. B. Taylor, Conestoga Rovers; Mr. C. Slater, M.O.E.E.

The Committee was in receipt of correspondence dated 1996 September from Henkel Canada Ltd. respecting the subject matter.

Ms. M. Copeland of Axcess and Mr. B. Taylor of Conestoga Rovers appeared before the Committee representing Henkel Canada Ltd. and reviewed the procedures taken in the decontamination process of the Henkel property.

They indicated that Henkel purchased the site in 1987 and inherited the contaminants on the site. They stated that they had been working with the M.O.E.E. and the Ministry of Health to ensure that the clean-up process conforms with requirements and regulations and does not pose any risk to area residents. Ms. Copeland indicated that Henkel has continued to communicate with area residents respecting the process.

Bill Hunter of the Health Department, Hamilton Fire Chief Gary Smith and Shawn Capstick of the M.O.E.E. indicated that there tests had indicated that there were no health risks associated with the odours emanating from the site.

Alderman Kiss indicated that she had been contacted by area residents complaining of nausea and lightheadedness resulting from the odours at the site. She distributed seven letters from area residents detailing the effects of the Henkel decontamination process on the abutting neighbourhood.

Alderman Kiss stated that she had advised area residents who were experiencing discomfort from the odours to call their doctors or go to Mcmaster University Medical Centre emergency. She also indicated that she had advised students to stay with friends or relatives away from the Henkel site if they were feeling ill.

Dr. Joan Heels of Glenmount Avenue appeared before the Committee and stated that she had experienced headaches and lightheadedness resulting from the Henkel site odours and was concerned for her health.

The Committee directed that the M.O.E.E., Health Department and Henkel Canada Ltd. report back to the Transport and Environment Committee on a monthly basis on all environmental monitoring done in association with the decontamination of the Henkel property.

2. CONSENT AGENDA

A. MINUTES

The minutes of the Transport and Environment Committee meeting held 1996 September 16 were adopted as circulated to the members.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

(i) **Parking Regulations**

(a) **Intersection of Morley Street and Lampton Place**

The Committee was in receipt of a report dated 1996 September 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the south side of Morley Street commencing at Lampton Place and extending to a point 58 feet westerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Tisdale Street North between King William Street and Wilson Street**

The Committee was in receipt of a report dated 1996 September 17 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Alternate Side Parking" regulation on Tisdale Street North between King William Street and Wilson Street be replaced with a "No Parking" regulation on the east side and unrestricted parking on the west side and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **No. 321 West 2nd Street**
Request to Rescind the By-law Entry
for a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1996 September 17 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the by-law entry allowing for a "Wheelchair Loading Zone, 24 hours a day, seven days a week" regulation on the east side of West 2nd Street commencing at a point 141 feet south of South Bend Road West and extending to a point 23 feet southerly therefrom be rescinded.

(d) **Intersection of Warren Avenue and Wingate Place**

The Committee was in receipt of a report dated 1996 September 17 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the east side of Warren Avenue commencing at Wingate Place and extending to a point 100 feet northerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(e) **No. 37 Francis Street**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1996 September 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Francis Street commencing at a point 68 feet west of Douglas Street and extending to a point 20 feet westerly therefrom, and on the south side of Francis Street commencing at a point 106 feet west of Douglas Street and extending to a point 17 feet westerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Florence Forbes, No. 37 Francis Street.

(f) **South Side of Augusta Street, east of John Street South**
Request for a Commercial Vehicle Loading Zone

The Committee was in receipt of a report dated 1996 September 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Commercial Vehicle Loading Zone, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Augusta Street commencing at a point 32 feet east of John Street South and extending to a point 15 feet easterly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(g) **No. 14 Kinnell Street**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1996 September 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Kinnell Street commencing at a point 178 feet west of Inchbury Street and extending to a point 18 feet westerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Elizabeth Howe, No. 14 Kinnell Street.

(h) **No. 61 William Street**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1996 September 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the west side of William Street commencing at a point 216 feet south of Birge Street and extending to a point 23 feet southerly therefrom be removed and that the City Traffic By-law No. 89-72 be amended accordingly.

(i) **No. 198 Balsam Avenue South**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1996 September 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Balsam Avenue South commencing at a point 189 feet north of Afton Avenue and extending to a point 16 feet northerly therefrom, and on the east side of Balsam Avenue South commencing at a point 174 feet north of Afton Avenue and extending to a point 19 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Bonnie Llewellyn, No. 198 Balsam Avenue South.

(j) **East 36th Street between Crockett Street and Munn Street**

The Committee was in receipt of a report dated 1996 September 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the west side of East 36th Street between Crockett Street and Munn Street and that the City Traffic By-law No. 89-72 be amended accordingly.

(k) **Robert Street between**
West Avenue North and Victoria Avenue North

The Committee was in receipt of a report dated 1996 September 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Robert Street between West Avenue North and Victoria Avenue North; and,

(b) That a "No Stopping" regulation be implemented on the north side of Robert Street commencing at West Avenue North and extending 42 feet westerly therefrom and on the south side of Robert commencing at West Avenue North and extending 42 feet easterly therefrom; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(iv) City Engineer

(a) **Street Incorporation**

The Committee was in receipt of a report dated 1996 September 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following City land be incorporated into the following streets:

Lane north of Main Street and east of Dundurn Street	Part 1 on 62R-12903
Donn Avenue	Part 3, 62R-11902
Berkindale Drive	Part 4, 62R-11902
Locheed Drive	Blocks 31 and 33, 62M-745
Embassy Drive	Block 11, 62M-777
Racalmuto Street	Block 30, 62M-745; and,

(b) That the By-laws to carry out the incorporation of the said land into the foregoing streets be enacted by Council; and,

(c) That the Commissioner of Transportation be authorized and directed to register the By-laws.

(b) **1996 Servicing Expenditures Related to Subdivisions**

The Committee was in receipt of a report dated 1996 September 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That Section 1 of the Third Report of the Transport and Environment Committee for 1992 adopted by City Council on Tuesday, 1992 February 11, for the approval of Schedules for "Gagliano Gardens Addition", be rescinded and replaced with the following:

(a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in "Gagliano Gardens Addition", Hamilton, City's Share, $85,575 Owner's Share, $190,935 be approved and that the amount of $85,575 be financed from Account Centre No. 00107 - Reserve for Services Through Unsubdivided Lands; and,

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owner of "Gagliano Gardens Addition", Hamilton as well as and any other related documents for this Subdivision subject to the approval of the City Solicitor; and,

(c) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered; and,

(d) In the event that the owner wishes to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered he should be allowed to do so at their own risk provided that he enter into a standard agreement with the City of Hamilton for pre-servicing; and,

(e) That the City's share of services in "Orchard Park Estates - Phase 1", previously approved in the amount of $223,424, be increased to a total of $246,224 and that the additional amount of $22,800 be financed from Account Centre No. 00107 - Reserve for Services Through Unsubdivided Lands.

(c) **Encroachment Agreement, No. 20 West Avenue North**

The Committee was in receipt of a report dated 1996 September 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the application of the Hamilton Christadelphian Church, owner of No. 20 West Avenue North, to erect and maintain the encroachment of concrete steps encroaching by approximately 1.0m x 2.2m onto the West Avenue road allowance be approved, during the pleasure of Council, provided:

(a) That the owner enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

(c) That the applicant pay a first year fee of $252 and a subsequent annual fee of $20 as outlined in the encroachment agreement.

C. <u>SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE</u>

Information Reports

The Committee was in receipt of a report dated 1996 September 30 from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

That the sub-joined list of Information Reports previously distributed to the Parks and Recreation Committee, be received:

Date	From	Subject	Date Distributed
September 9	Commissioner of Public Works & Traffic	Quarterly Report as at June 30, 1996 for the Public Works & Traffic Dept.	1996 September 10
September	Ontario Good Roads Association	Monthly Bulletin	1996 September 13

September 17	Chrysalis Environmental Research and Consulting	Decision on Encroachment Application for SWARU	1996 September 18
September 20	Commissioner of Public Works & Traffic	1996 Road & Sidewalk Capital Improvement Programme - Status Report	1996 September 20
September 24	Commissioner of Public Works & Traffic	Proposed Road Closure: Upper Horning Road	1996 September 25

3. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

(a) **Modification of Sidewalk/Curb Configuration in Subdivisions**

The Committee was in receipt of a report dated 1996 September 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That the subdivider of Wisemount Estates Phase 6 be required to modify the approved construction plans to construct the 1.5 metre sidewalks adjacent to the curb and eliminate the 1.0 metre boulevard within this plan of subdivision; and,

(b) That the City's share of the modification to construct the 1.5 metre sidewalks adjacent to the curb and eliminate the 1.0 metre boulevard within the plans of the subdivision of Wisemount Estates Phase 6, at an estimated cost of $6,000, be financed from Account Centre No. 00107 - Reserve for Services Through Unsubdivided Lands.

(b) **Proposed Bench Advertising Agreement**

The Committee was in receipt of a report dated 1996 August 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following discussion, the Committee agreed to amend the recommendation by adding the following as sub-sections (x) and (xi);

(x) That the bench supplier will be responsible for the timely and effective removal of garbage from any litter containers that are integral with their benches; and,

(xi) That failure to remove garbage from the litter containers in a timely and effective manner will result in the garbage removal by the Department of Public Works and Traffic and all costs associated with this action will be recovered from the bench supplier.

Subsequently, the Committee approved the following recommendation:

That Hamilton Bench Advertising Limited (No. 585 Main Street East, Hamilton, L8M 1J4) be permitted to place advertising benches on City Road Allowances for a ten year period, with revenue to the City of Hamilton, credited to Unclassified Revenue Account Centre 75001 for the following amounts exclusive of GST:

The greater of:

(a) An annual fee of $70 per advertising face per year or

(b) 5% of the advertising revenue per year

subject to the following conditions:

(i) That an Agreement be entered into between the City of Hamilton and Hamilton Bench Advertising Limited in a form satisfactory to the City Solicitor; and,

(ii) That the applicant provide an alphabetical street name inventory, defining where all benches are placed on the road allowance; and,

(iii) That the applicant provide, at the time of each annual payment, a map indicating the location of each bench; and,

(iv) That the applicant provide $5,000,000 public liability insurance, naming the City as an added insured party, and saving the City harmless from all action, interests, claims, demands, costs, damages, expenses, and loss; and,

(v) That the Mayor, City Clerk and Treasurer be authorized and directed to execute the Agreement on behalf of the City; and,

(vi) That no benches with advertising be placed in the City of Hamilton's "Downtown Area" bounded by and including Main Street and Wilson Street, and Bay Street and Wellington Street; however such restriction shall not apply to benches for charitable organizations or for benches without advertising; and,

(vii) That no benches with advertising be placed at bus stops with transit shelters where advertising is on the transit shelter; however such restriction shall not apply to benches for charitable organizations or for benches without advertising; and,

(viii) That the applicant be permitted to install a maximum of 500 large benches with advertising faces and 500 small benches with no advertising at locations determined by the following criteria:

(1) No bench shall be placed in such a manner as to obstruct pedestrian traffic and in no case shall it be placed on a sidewalk having a width of 2.0m or less; and,

(2) No bench shall be placed within 6.0m of any fire hydrant; and,

(3) No bench shall be placed so as to interfere with or obstruct any street maintenance operation, and in no case shall a bench be within 11.0m of a bus stop during the months of December to April inclusive; and,

(4) Benches shall not be installed until prior approval of each bench location is received from the Commissioner of Transportation (Region), and in all commercial areas, benches shall not be installed without first obtaining the approval of the Neighbourhood Business Association. All benches shall be maintained to the satisfaction of the Commissioner of Transportation (Region); and,

(ix) The Applicant shall make available to the City 5% of the benches for local service organizations who will be responsible for the cost of the artwork only; and,

(x) That the bench supplier will be responsible for the timely and effective removal of garbage from any litter containers that are integral with their benches; and,

(xi) That failure to remove garbage from the litter containers in a timely and effective manner will result in the garbage removal by the Department of Public Works and Traffic and all costs associated with this action will be recovered from the bench supplier.

4. **CHIEF ADMINISTRATIVE OFFICER/ DIRECTOR OF PROPERTY**

Realty Sale Procedural By-law No. 95-049
Declaration of Surplus Property
Unopened Section of Angela Avenue west of Scenic Drive

The Committee was in receipt of a report dated 1996 September 6 from the Chief Administrative Officer and the Director of Property respecting the subject matter.

Alderman D'Amico stated that the abutting owners would like to purchase the subject property but may not be able to afford the fair market value.

Subsequently, the Committee approved the following amended recommendation:

(a) That the unopened portion of Angela Avenue west of Scenic Drive be declared surplus to the requirements of the City in accordance with Realty Sales Procedural By-law No. 95-049, for the purpose of selling the property; and,

(b) That the Finance and Administration Committee be requested to consider directing staff to negotiate the sale of the complete subject parcel to the abutting owners at a price less than fair market value.

5. **OTHER BUSINESS**

(a) **Laidlaw Energy Technologies Ltd.** (Agenda item 1 (b))
No. 470 Kenora Avenue North
Installation of an 8" Buried Pipeline

The Committee was in receipt of correspondence from the acting City Clerk dated 1996 September 25 respecting the subject matter.

The Committee was also in receipt of a report distributed at the meeting from the City Solicitor dated 1996 September 27 entitled Application for Pipeline - in Brampton Street and Kenora Avenue North.

Ms. Noe-Johnson reviewed the recommendation contained in her report and the changes which had been made to the recommendation previously considered by the Committee.

Following discussion, the Committee approved that the following recommendation be presented for the consideration of City Council at a special meeting scheduled for 1996 October 1:

That an application for approval to install and operate a buried pipeline in Kenora Ave North and Brampton Street road allowances to transmit heat energy (hot water) FROM the SWARU facility, (No. 470 Kenora Avenue North, Regional Municipality of Hamilton Wentworth, Owner) To a Waste Water Treatment Plant (No. 700 Woodward Avenue, Regional Municipality of Hamilton Wentworth, Owner) BE APPROVED, provided:

(a) Laidlaw Energy Technologies Limited enters into an agreement (in a form satisfactory to the City Solicitor,) under which,

(i) all plans, specifications and drawings for the proposed 8" buried pipeline (the"works"), shall be submitted, filed with and prepared satisfactory to the Commissioner of Public Works & Traffic; and,

(ii) all applicable approvals and permits are obtained prior to commencement of the works, including in particular project approvals under the Environmental Assessment Act and the Environmental Protection Act and to provide proof thereof to the Commissioner of Public Works & Traffic; and,

(iii) with respect to that portion of the pipeline which will pass through Red Hill Creek, that the pipeline be buried beneath the Creek bed and that, in addition to other approvals referred to herein, all requirements of the Hamilton Region Conservation Authority be fulfilled; and,

(iv) in the event the pipeline, in the opinion of the City, is no longer in use, is not operated in compliance with the terms of this agreement, including for example causing damage to the highway or to adjacent lands, Laidlaw shall, at its expense, on notice from the City, rectify the problem; and,

(v) Laidlaw shall assume all construction, operating and other costs of the pipeline and shall agree to indemnify the City and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss which may arise as a result of the proposed works; and,

(vi) Laidlaw and its contractor(s) are bonded with the City to undertake excavation works on City roads; and,

(vii) the following insurance shall be provided to the City:

-- $10,000,000. Public Liability insurance,
-- $10,000,000. Environmental Impairment Liability insurance,

Each policy shall name the City, the Region and Laidlaw as additional insured parties with a provision for cross liability; the said insurance limits are minimums and the City may require new limits; and,

(viii) the following fees shall be paid to the City: a one time fee of $252.00 for processing; an annual fee of 10% of 50% of the market value of the land encumbered by the service; and a fee of $3000.00 for field inspection and quality control; in the event the property occupied by the pipeline is classified as taxable, realty taxes shall also be payable by Laidlaw; and,

(ix) that restoration of road allowance be carried out in accordance with applicable OPS Standards; and,

(b) That the Region enter into the said agreement with the City and Laidlaw to assume and be bound by all obligations of Laidlaw (or its successors) under the said agreement in favour of the City, upon the early termination or expiry of the Region's contract with Laidlaw or in the event Laidlaw does not comply with the said agreement with the City. The Region shall also certify to the City that all applicable approvals and permits, including in particular approvals under the Environmental Assessment Act and the Environmental Protection Act, as they may apply to the City, have been received and shall provide proof thereof to the Commissioner of Public Works & Traffic; and,

(c) That the Mayor and City Clerk be authorized to execute the said agreement among the City, Laidlaw and the Region and it shall be registered on title to the streets and the said two premises (SWARU & WWTP) of the Region; and,

(d) That Laidlaw become an active member of the Call-BUD locate agency.

(b) **Correspondence - Hamilton-Wentworth's Proposed Urban Transit Area Expansion**

The Committee was in receipt of correspondence from the acting Clerk respecting the Region of Hamilton-Wentworth's proposed urban transit area expansion which had been referred to the Transport and Environment Committee by City Council at its meeting held 1996 September 24.

Following brief discussion, the Committee agreed that the item be received.

6. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1995 September 30

/mjw

2(BXiXa)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 15
File No. TEC-213-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Wilmont Court, Royal Avenue and Delbrook Court - Parking Regulations

RECOMMENDATION:

a) That a "Two Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on both sides of Wilmont Court between Royal Avenue and the southerly end; and

b) That a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the south side of Royal Avenue between Bowman Street and Stroud Road and on the south side of Delbrook Court from Stroud Road to the west curb line of Delbrook Court; and

c) That the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Staff received a petition signed by representatives of nine of the thirteen residential properties abutting Wilmont between Royal and the southerly end requesting that a "Two Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this block. All nine of the petitioners are in favour of the requested regulation.

Wilmont has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. The resident that circulated the petition expressed concern regarding long-term non-resident parking by students of McMaster University. The implementation of the requested regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24. per permit each year to exempt their vehicles from the signed time limit regulation. Therefore, since 69 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

Staff also received a petition signed by Mrs. Marisa Isotti, 1 Wilmont Court, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the south side of Royal between Bowman and the west curb line of Delbrook. There are only three residential properties abutting Royal in these three blocks. Staff has been able to contact one additional resident whose property abuts Royal in this area and has been advised that he supports the implementation of the requested regulation.

Royal has a 28 foot pavement width, and presently, there is a "No Parking" regulation on the north side and unrestricted parking on the south side of the street in this area. Mrs. Isotti also expressed concern regarding long-term non-resident parking by students of McMaster University. Therefore, since 67 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

CVB/MBH/kg


H
C
SUSSEX STREET
LELAND STREET
MAPES AVENUE
AVERY ST
EMERSON
BROADWAY
SUSSEX STREET
AVENUE
BOWMAN STREET
WESTWOOD AVENUE
WINSTON AVENUE
STROUD ROAD
DALEWOOD GDNS
WESTWOOD AVENUE
AVENUE
J
C/S 681
J
DE 3
S 981
C/S 715
C
WARD AVENUE
G
BAXTER STREET
T H & B RAILWAY
HADDON AVENUE SOUTH
C
H E P C
J
ROYAL AVENUE
WINSTON PLACE
STROUD ROAD
A
ROYAL AVENUE
A
WILMONT COURT
C
DELBROOK COURT
WHITNEY AVENUE
C/S 720
AVENUE
C/S 815
SITE CONTROL BY-LAW 83-101
A
AVENUE
STREET
AVENUE
BROADWAY
BOWMAN
EXPRESSWAY

2(BXiXb,

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 23
File No. TEC-225-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Rangeview Court, south of Redbury Street - Parking Regulations

RECOMMENDATION:

a) That an "Alternate Side Parking" regulation be implemented on Rangeview Court such that parking is prohibited:

- on the east side of the street during the months of December, January, February and March and from the 1st to the 15th day of April, May, June, July, August, September, October and November; and

- on the west side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and

b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 budget to cover the cost of manufacturing, erecting and maintaining the required signs.

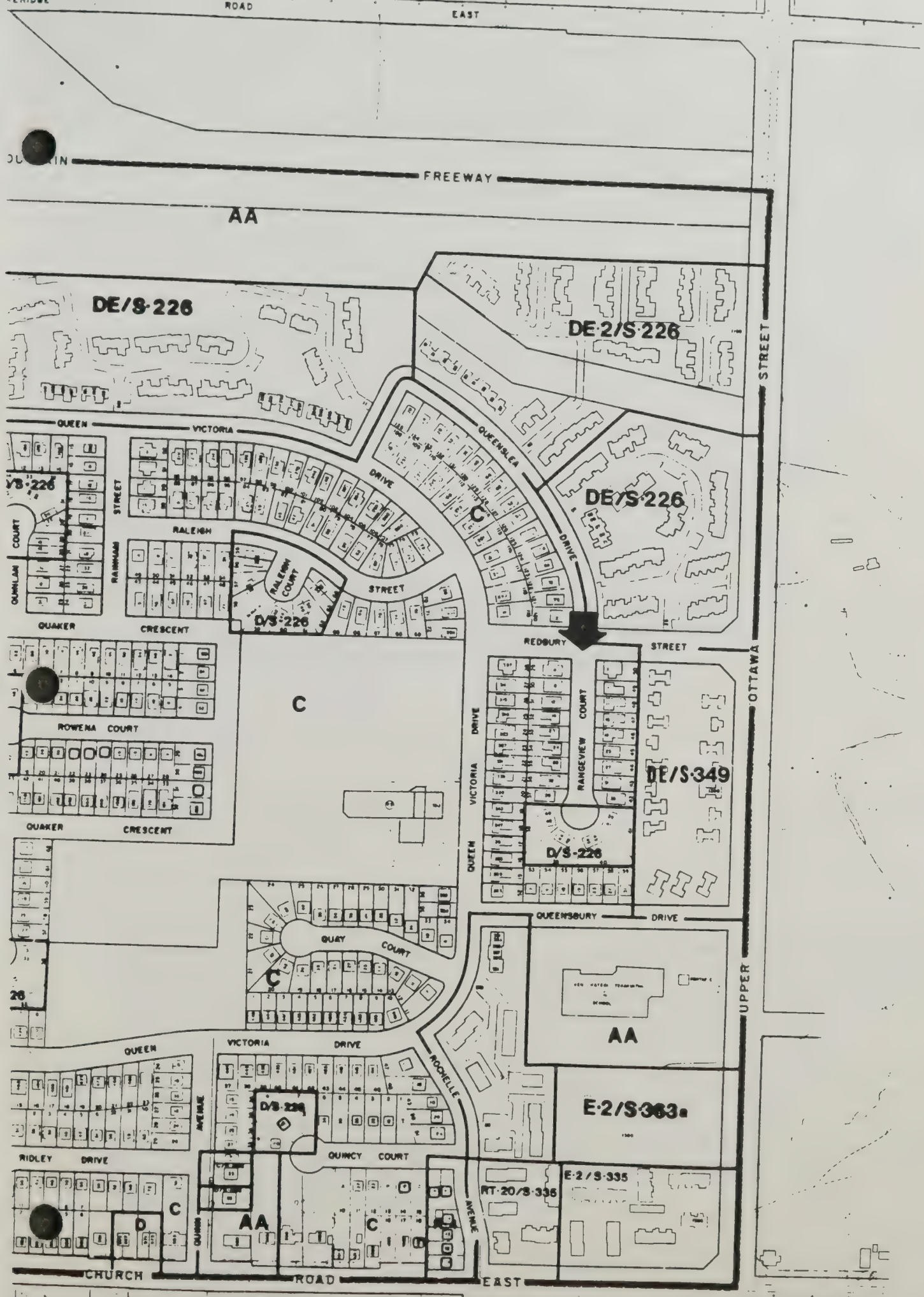
BACKGROUND:

Alderman Tom Jackson has forwarded a petition signed by representatives of 21 of the 26 residential properties abutting Rangeview, south of Redbury, requesting that an "Alternate Side Parking" regulation be implemented on the street in this block. All 21 of the residents who signed the petition are in favour of the requested regulation.

Rangeview has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block. The resident who circulated the petition has expressed concern regarding parked vehicles on both sides of the street obstructing two-way traffic flow and the difficulty the snow plows have in removing the snow. Staff supports the principle of removing parking from one side of narrow streets such as this to facilitate two-way traffic flow, driveway movements and street maintenance operations. Therefore, since 80 percent of the abutting residents support the requested "Alternate Side Parking" regulation and since virtually all residents have available off-street parking, staff does not anticipate any parking difficulties and concurs with the request.

Also, in accordance with a general provision in the City Traffic By-law, the bulb of the court will be signed with a "No Parking" regulation as requested by the resident who circulated the petition.

CVB/MBH/kg


ROAD
EAST
FREEWAY
AA
DE/S-226
DE-2/S-226
STREET
QUEEN
VICTORIA
DRIVE
QUEENSLEA
DRIVE
C
DE/S-226
RALEIGH
STREET
RALEIGH
COURT
D/S-226
QUAKER
CRESCENT
REDBURY
STREET
C
ROWENA COURT
QUAKER
CRESCENT
VICTORIA
DRIVE
RANGEVIEW
COURT
DE/S-349
OTTAWA
D/S-226
QUEEN
QUEENSBURY
DRIVE
QUAY
COURT
C
AA
UPPER
QUEEN
VICTORIA
DRIVE
ROCHELLE
D/S-226
E-2/S-363
RIDLEY
DRIVE
QUINCY
COURT
E-2/S-335
RT-20/S-336
C
D
AA
C
CHURCH
ROAD
EAST

2(B)(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 23
File No. TEC-226-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Gladstone Avenue between Cumberland Avenue and Delaware Avenue - Parking Regulations

RECOMMENDATION:

That the existing "Alternate Side Parking" regulation on Gladstone Avenue between Cumberland Avenue and Delaware Avenue be replaced with a "No Parking Anytime" regulation on the west side and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

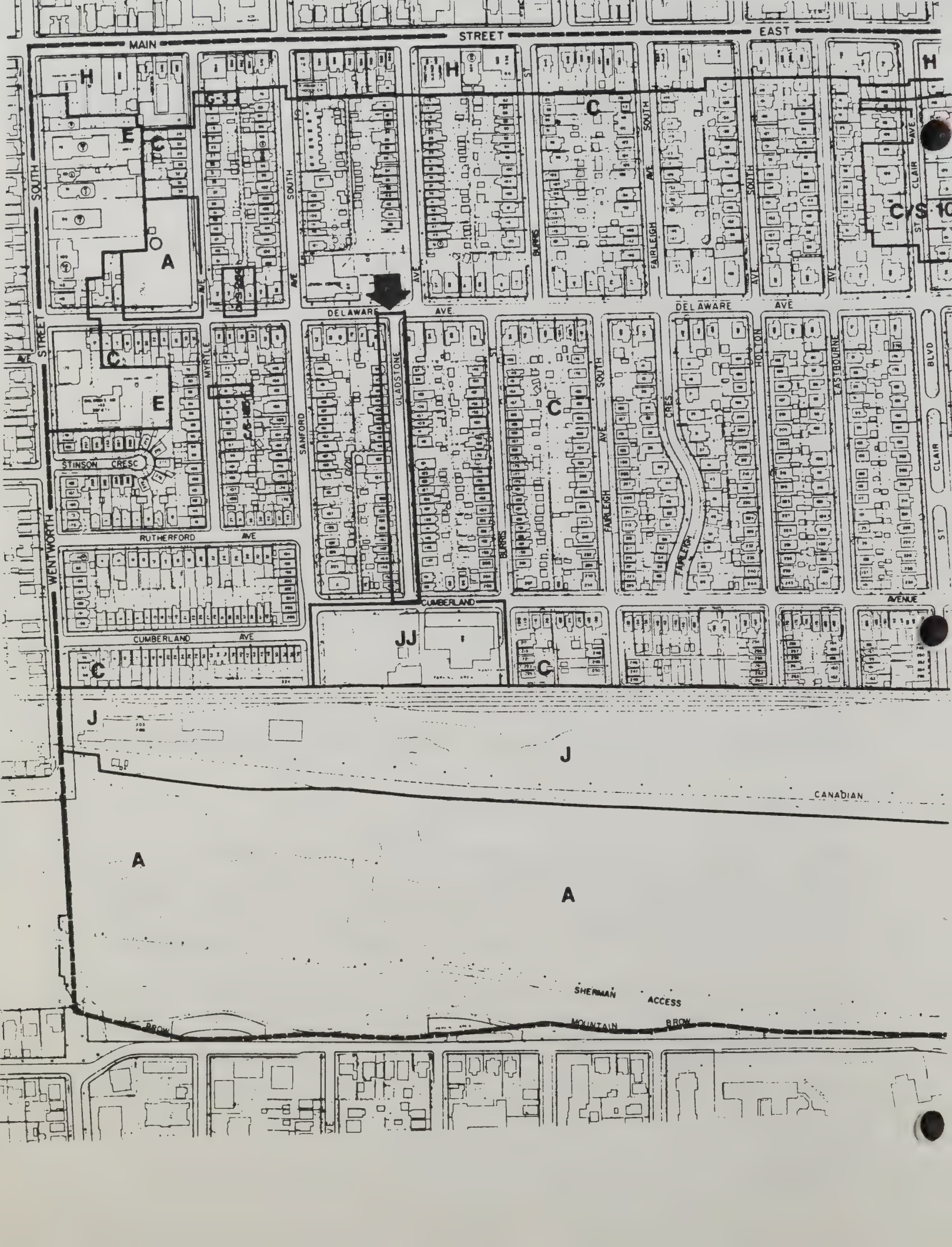
Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a petition signed by representatives of 33 of the 45 residential properties abutting Gladstone between Cumberland and Delaware requesting that the existing "Alternate Side Parking" regulation be replaced with a "No Parking" regulation on the west side and unrestricted parking on the east side of the street in this block. Twenty-five of the residents who signed the petition are in favour of the requested regulation, six are opposed and two have no opinion.

Gladstone has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this block. The resident who circulated the petition has expressed concern that there are more parking spaces on the east side than there are on the west side of the street. An investigation has confirmed that there are 24 spaces on the west side and 31 spaces on the east side. Therefore, since 55 percent of the abutting residents are in favour of changing the existing regulation, staff concurs with the request.

CVB/MBH/kg


MAIN STREET EAST
SOUTH WENTWORTH STREET
DELAWARE AVE
RUTHERFORD AVE
CUMBERLAND AVE
STINSON CRESC
MYRTLE AVE
SANFORD AVE
GLADSTONE AVE
BURRIS ST
FAIRLEIGH AVE SOUTH
FAIRLEIGH CRES
HOLTON AVE SOUTH
EASTBOURNE BLVD
CLAIR AVE
CLAIR ST
CANADIAN
SHERMAN ACCESS
MOUNTAIN BROW
A
C
E
H
J
JJ

2(B)(i)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 22
File No. TEC-222-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 129 Afton Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the north side of Afton Avenue commencing at a point 95 feet east of Balsam Avenue South and extending to a point 20 feet easterly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Eleanor Ogxton, 129 Afton Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Ms. Ogxton, 129 Afton Avenue, that a reserved "Permit Parking" space be implemented on the north side of Afton directly in front of her home since she is disabled.

Afton has a 23 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year round basis. However, Ms. Ogxton advised that she requires the space on her side of the street only so as not to inconvenience other area residents. Loading and unloading may occur on her side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Ms. Ogxton possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

CVB/MBH/kg


EAST STREET
H/S·577
H/S 733a
F/S·86
ELM STREET
MAPLEWOOD AVENUE
D/S·209
E/S·800
D/S·880
E/S·358
Lmr·2
D/S·478
CUMBERLAND AVENUE
M·14
CANADIAN NATIONAL RLYS
MOUNTAIN
SPRINGER AVENUE
ALBERT STREET
SOUTH
GAGE AVENUE
SOUTH
AFTON AVENUE
PROSPECT
CEDAR
BALSAM
LORNE
WILMOUR PLACE
STREET
AVENUE
PROSPECT ST
LEINSTER AVENUE
BALSAM AVE
CONNAUGHT AVE
MELROSE AVE
SPADINA
BARNESDALE
EAST BEND
H
D
C
E
J
JJ
A
M
G3

2(BXiXc)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 10
File No. TEC-207-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 75 Tisdale Street South - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Tisdale Street South commencing at a point 176 feet north of the east/west leg of Tisdale Street South and extending to a point 21 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. MacEwen, 75 Tisdale Street South.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

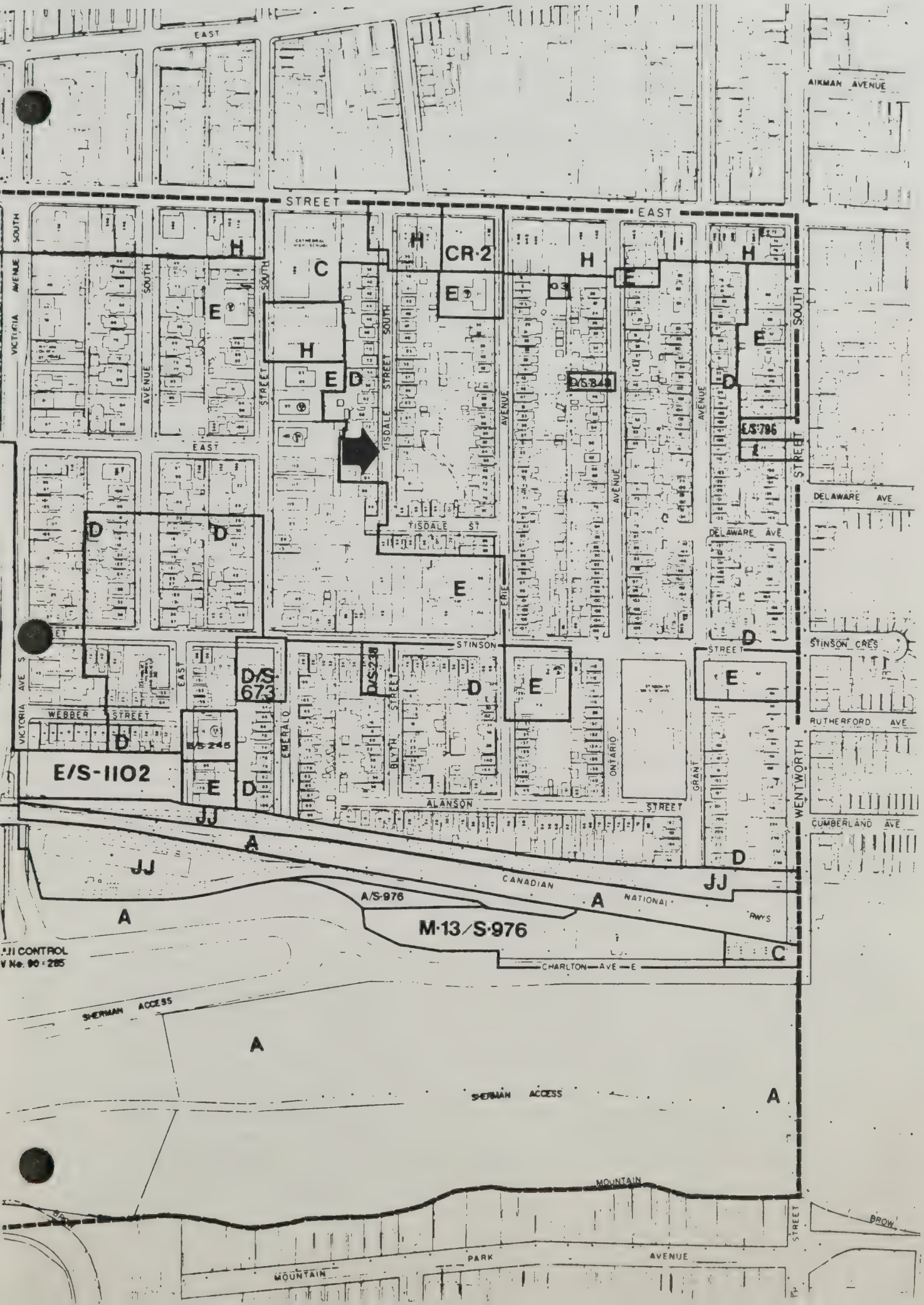
BACKGROUND:

Staff has received a request from Ms. Molly Watson, on behalf of Mr. & Mrs. MacEwen, 75 Tisdale Street South, that a reserved "Permit Parking" space be implemented on the east side of Tisdale directly in front of their home since their daughter is disabled.

Tisdale has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in conjunction with a "One Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation in this area and, therefore, normal practice is to implement a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year round basis. However, Mr. & Mrs. MacEwen have advised that they require the space on their side of the street only so as not to inconvenience other area residents. Loading and unloading may occur on their side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Debra MacEwen possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

CVB/MBH/kg


EAST
AIKMAN AVENUE
STREET
EAST
SOUTH
VICTORIA AVENUE SOUTH
CR-2
H
C
E
D
D/S-841
E/S-796
STREET
SOUTH
TISDALE STREET SOUTH
AVENUE
EAST
TISDALE ST
DELAWARE AVE
STINSON
STINSON CRES
D/S-673
D/S-238
E/S-245
E/S-1102
WEBBER STREET
EMERALD
BLYTH
ONTARIO
GRANT
STREET
ALANSON
RUTHERFORD AVE
WENTWORTH
CUMBERLAND AVE
JJ
A
CANADIAN NATIONAL RWYS
A/S-976
M-13/S-976
CHARLTON AVE E
SHERMAN ACCESS
MOUNTAIN
BROW
PARK
AVENUE

2(B)(i)(3)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 15
File No. TEC-211-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 48 Somerset Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That a "Permit Parking" regulation be implemented on the north side of Somerset Avenue commencing at a point 75 feet west of Barnesdale Avenue North and extending to a point 18 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

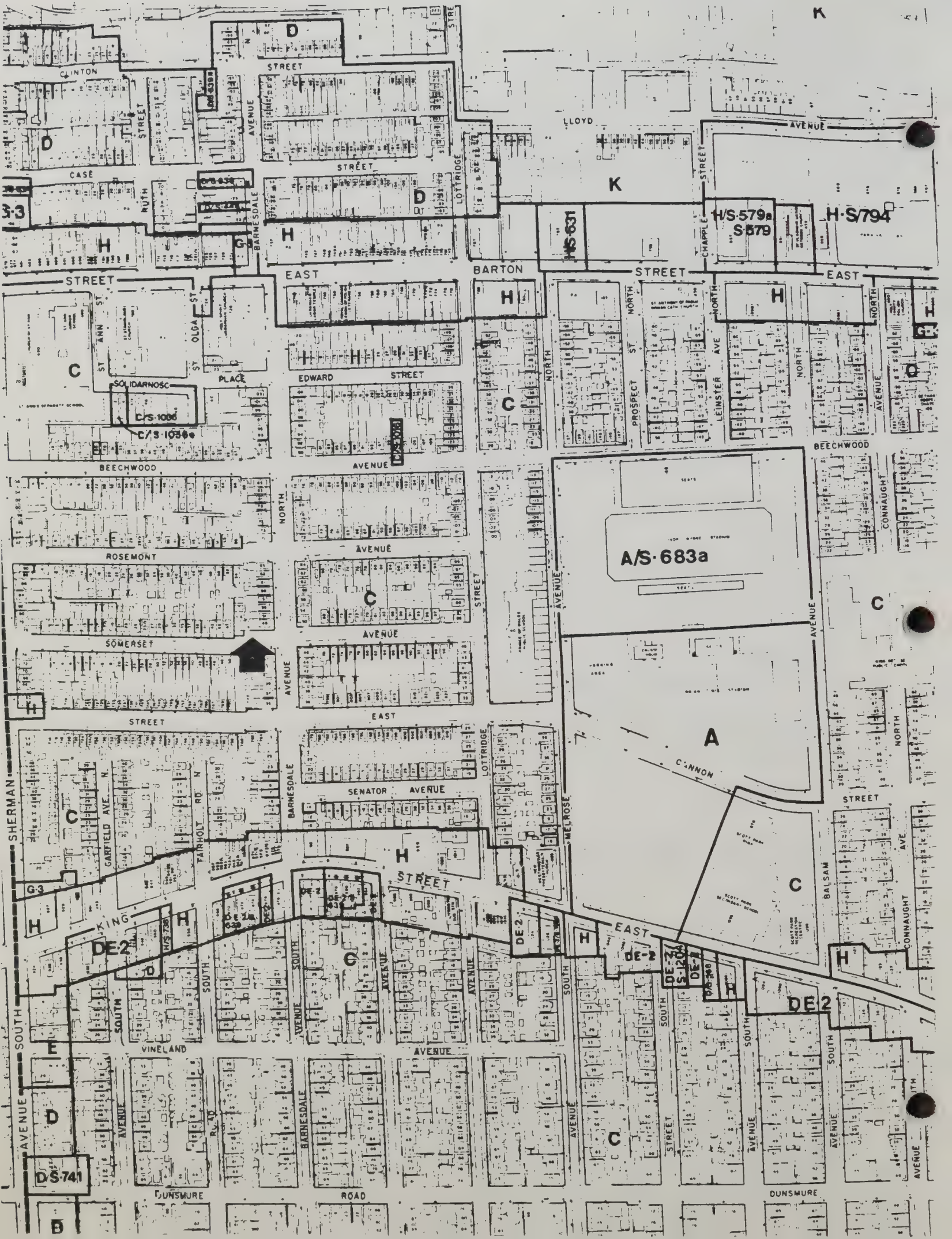
Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mrs. Greenlea, 48 Somerset Avenue, that a reserved "Permit Parking" space be implemented on the north side of the street across from her home since she is disabled.

Somerset has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year round basis. The City Council, at its meeting on 1992 June 30 approved a request from Mrs. Greenlea for the implementation of a reserved "Permit Parking" space on the south side of the street, directly in front of her home since she is disabled. At that time, Ms. Greenlea only wanted a space reserved on her side of the street so as not to inconvenience other area residents. Staff has been advised by Mr. John Ozimok, owner of 49 Barnesdale Avenue North, that he supports the implementation of a reserved "Permit Parking" space on the north side of the street, adjacent to his home on Somerset for use by Mrs. Greenlea. Therefore, staff concurs with the request.

CVB/MBH/kg


BARTON
EAST
STREET
H-S/794
H-S/579a
S-579
A/S-683a
DE-2
DUNSMURE
ROAD
AVENUE
SOUTH
NORTH
BEECHWOOD
ROSEMONT
SOMERSET
SENATOR
CANNON
KING
VINELAND
SHERMAN
EDWARD
LLOYD
CASE
CLINTON
SOLIDARNOSC
PLACE
DS-741

2(BXiXg.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 11
File No. TEC-210-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 345 Tragina Avenue North - Request to modify the hours of the existing Wheelchair Loading Zone

RECOMMENDATION:

That the hours of the existing "Wheelchair Loading Zone, 9:00 a.m. to 10:00 p.m., Monday to Friday" regulation on the west side of Tragina Avenue North commencing at a point 66 feet south of Vansitmart Avenue and extending to a point 23 feet southerly therefrom, be revised, such that the regulation is in effect from 8:00 a.m. to 11:00 p.m., Monday to Friday and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

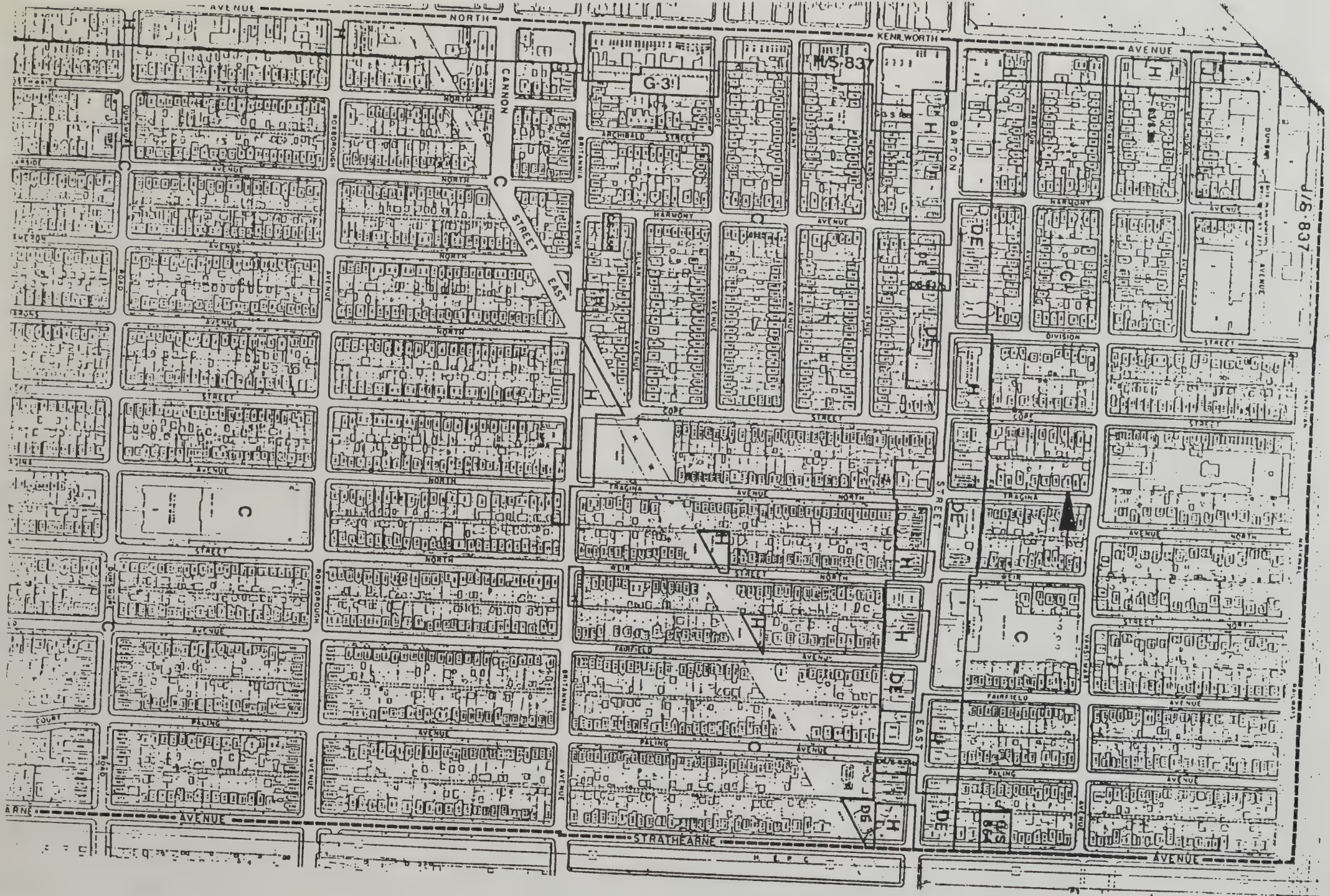
Sufficient funds are available in the 1996 budget to cover the cost of revising the subject signs.

BACKGROUND:

Staff has received a request from Mrs. Hebbard, No. 345 Tragina Avenue North, that the hours of the existing "Wheelchair Loading Zone, 9:00 a.m. to 10:00 p.m., Monday to Friday" regulation on the west side of Tragina, south of Vansitmart, be revised such that the regulation is in effect from 8:00 a.m. until 11:00 p.m. as she presently requires the use of Darts buses during this time period.

Since virtually all residents in this area have available off-street parking and since this space would be available for parking after 11:00 p.m. on weekdays and all day on weekends, staff does not anticipate any significant change to the existing parking conditions. Therefore, staff concurs with the request.

CVB/MBH/kg


KENILWORTH AVENUE
NORTH
CANNON STREET EAST
BARTON STREET
HARMONY AVENUE
DIVISION STREET
TRACINA AVENUE
FAIRFIELD AVENUE
PALING AVENUE
STRATHEARNE AVENUE
G-31
M/S 837
J/8-837

2(B)(i)(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 11
File No. TEC-208-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 31 Huron Street - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the north side of Huron Street commencing at a point 96 feet west of Stirton Street and extending to a point 21 feet westerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

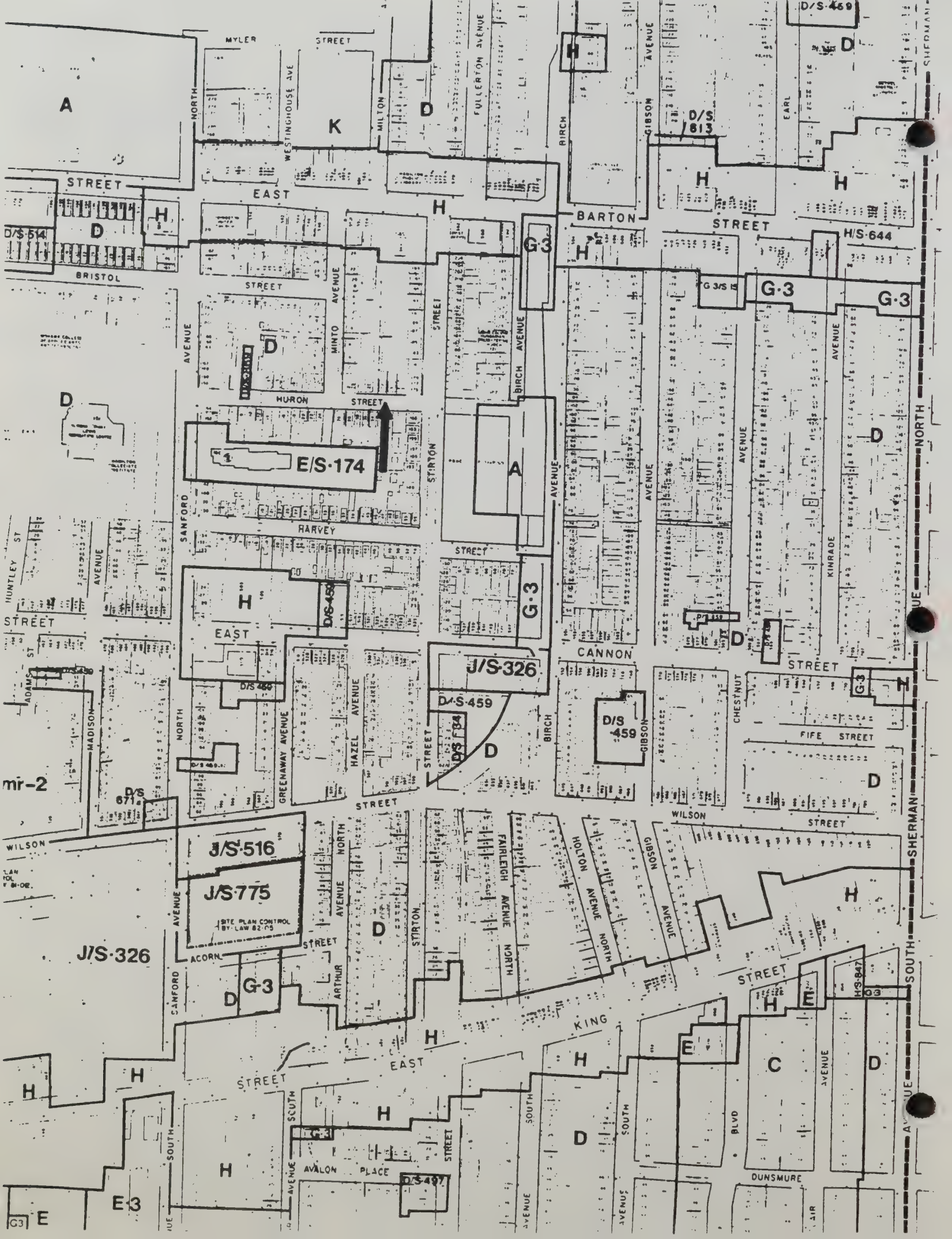
Sufficient funds are available in the 1996 budget to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from Ms. Linda Mason, 31 Huron Street, that the existing "Permit Parking" regulation on the north side of the street in front of her home be removed since Mr. Harry Mason no longer requires the regulation. Therefore, staff concurs with the request.

The removal of the subject regulation will restore one on-street parking space to the north side of the street which would be controlled by the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., 7 days a week" regulation.

CVB/MBH/kg


MYLER STREET
WESTINGHOUSE AVE
NORTH
MILTON
FULLERTON AVENUE
BIRCH
GIBSON AVENUE
EARL
D/S-469
D/S 813
EAST STREET
BARTON STREET
H/S-644
BRISTOL STREET
D/S-514
MINTO AVENUE
HURON STREET
E/S-174
SANFORD AVENUE
STIRTON STREET
BIRCH AVENUE
KINRADE AVENUE
NORTH
HARVEY STREET
HUNTLEY ST
ADAMS ST
MADISON AVENUE
D/S-459
D/S-460
EAST
J/S-326
CANNON STREET
CHESTNUT
FIFE STREET
GREENAWAY AVENUE
HAZEL AVENUE
D/S 671
WILSON STREET
J/S-516
J/S-775
SITE PLAN CONTROL BY-LAW 82-05
ACORN STREET
ARTHUR
FAIRLEIGH AVENUE NORTH
HOLTON AVENUE
GIBSON AVENUE
SHERMAN AVENUE SOUTH
KING EAST STREET
H/S-847
AVALON PLACE
D/S-497
DUNSMURE BLVD
mr-2

2(B)(i)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 30
File No. TEC-202-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 196 Wood Street East - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the south side of Wood Street East commencing at a point 133 feet east of Ferguson Avenue North and extending to a point 24 feet easterly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo -

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of removing the subject signs.

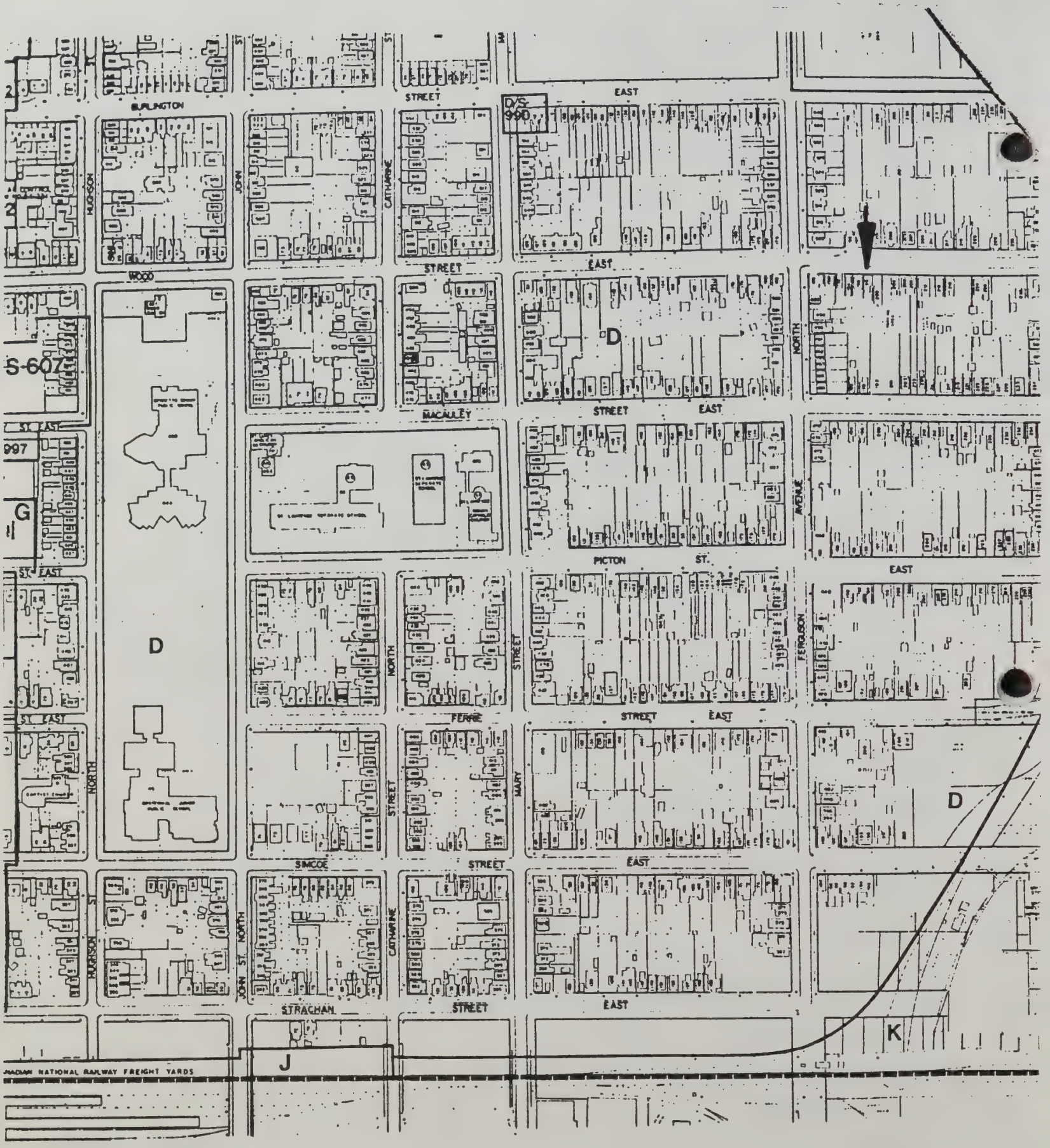
BACKGROUND:

Staff has received a request from the resident of No. 196 Wood Street East, that the existing "Permit Parking" regulation on the south side of Wood in front of his home be removed since his grandmother has moved. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one unrestricted on-street parking space to the south side of the street.

CVB/MBH/kg

SR


BURLINGTON
STREET
EAST
D/S 990
MORSON
JOHN
CATHARINE
WOOD
MACAULEY
S-607
D
NORTH
PICTON
ST.
AVENUE
FERRIE
FERGUSON
MARY
SIMCOE
STRACHAN
J
K
CANADIAN NATIONAL RAILWAY FREIGHT YARDS

2(B)(i)(j)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 10
File No. TEC-206-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 25 Delena Avenue North - Request for a Wheelchair Loading Zone

RECOMMENDATION:

That a "Wheelchair Loading Zone, 24 hours a day, seven days a week" regulation be implemented on the west side of Delena Avenue North commencing at a point 308 feet south of Dunsmure Road and extending to a point 22 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

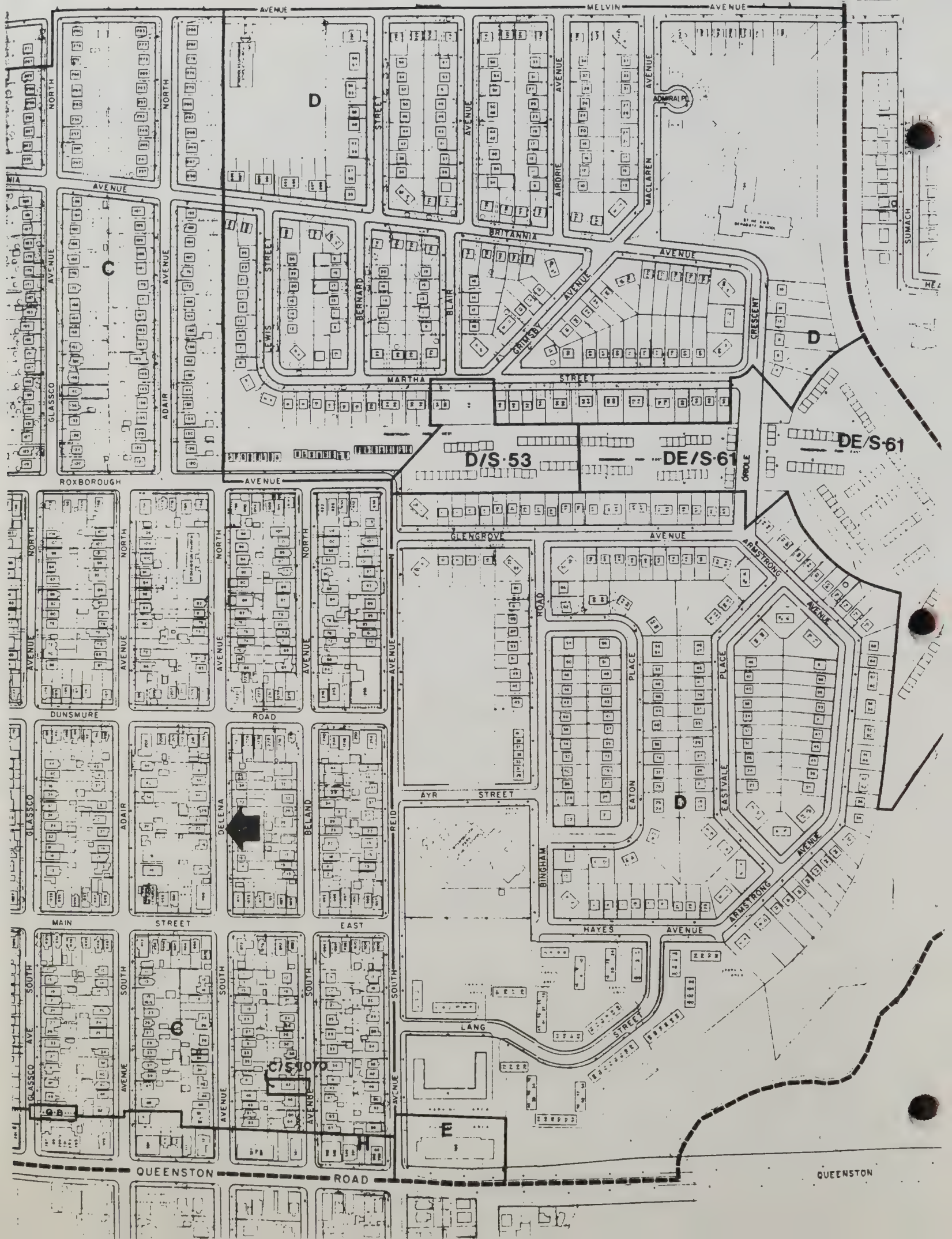
Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Ms. Anna Mayenburg, 25 Delena Avenue North, that a "Wheelchair Loading Zone, 24 hours a day, seven days a week" regulation be implemented on the west side of Delena directly in front of her home since she is disabled and requires the use of Darts vehicles.

Delena has a 32 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. The implementation of the requested regulation would result in the loss of one legal on-street parking space directly in front of Ms. Mayenburg's property. However, since virtually all residents in this area have available off-street parking, staff does not anticipate any parking problems for area residents and concurs with the request.

CVB/MBH/kg


MELVIN AVENUE
D
C
D/S-53
DE/S-61
DE/S-61
ROXBOROUGH AVENUE
MARTHA STREET
BRITANNIA AVENUE
GRIMSBY AVENUE
CRESCENT
ADMIRAL PL
MACLAREN AVENUE
AIRDRIE AVENUE
BLAIR STREET
BERNARD STREET
LEWIS STREET
GLASSCO AVENUE
ADAIR AVENUE
SUMACH STREET
ORIOLE
GLENGROVE AVENUE
ARMSTRONG AVENUE
DUNSMURE AVENUE
ROAD
EATON PLACE
EASTVALE PLACE
AYR STREET
BINGHAM ROAD
REID AVENUE
DELENA AVENUE
BELAND AVENUE
MAIN STREET
EAST
HAYES AVENUE
LANG STREET
C15-1070
QUEENSTON ROAD
QUEENSTON

2(BXi)(k)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 11
File No. TEC-209-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 426 John Street North - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of John Street North commencing at a point 74 feet south of Picton Street East and extending to a point 17 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Sara Alaimo, 426 John Street North.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

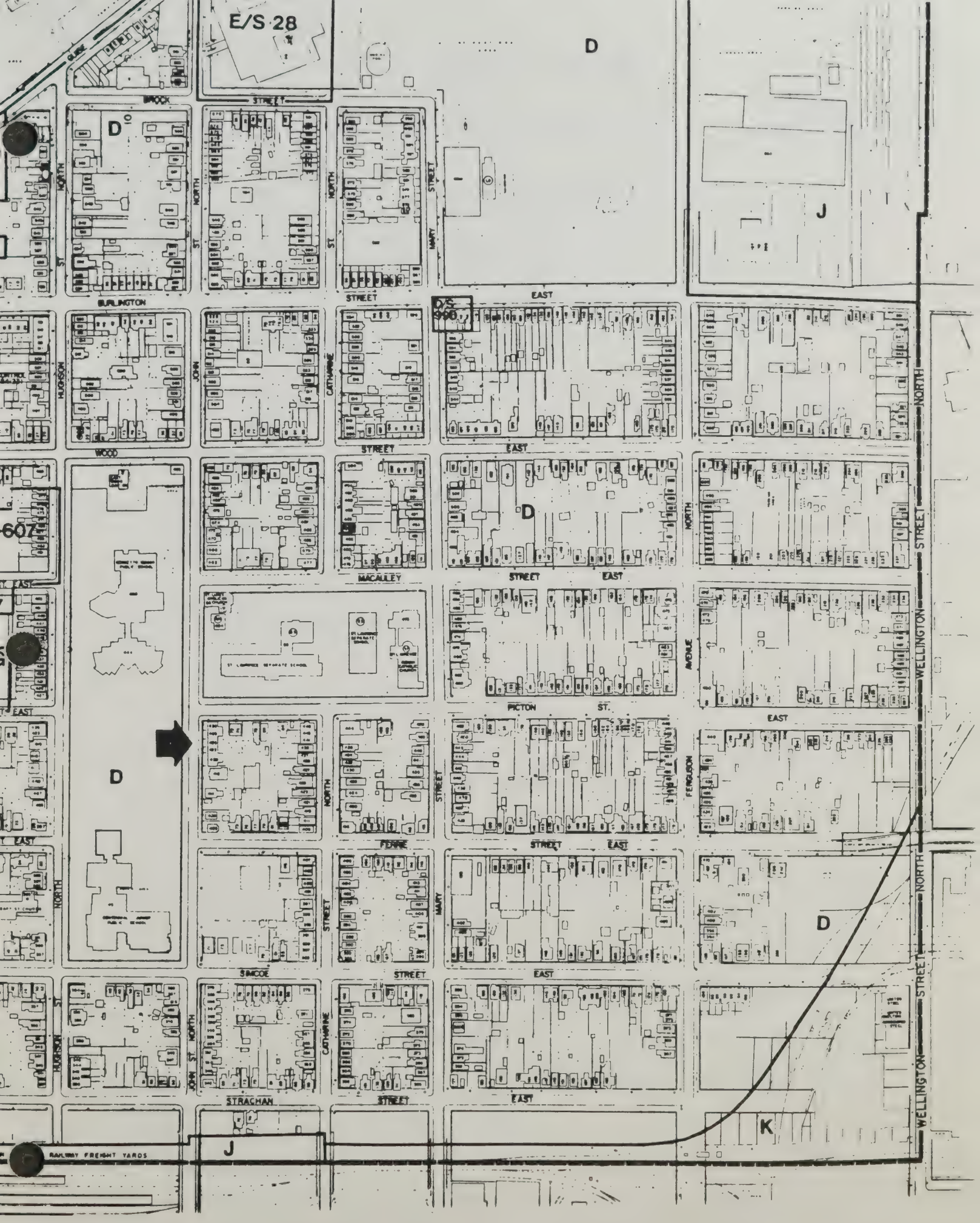
BACKGROUND:

Staff has received a request from Mrs. Sara Alaimo, 426 John Street North, that a reserved "Permit Parking" regulation be implemented on the east side of the street in front of her home since she is disabled.

John has a 28 foot pavement width, and presently, there is a "No Parking" regulation on the west side and unrestricted parking on the east side of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant must possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mrs. Alaimo possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

CVB/MBH/kg


E/S 28
D
J
K
BURLINGTON STREET
WOOD STREET
MACAULEY STREET
PICTON ST.
FERRIE STREET
SIMCOE STREET
STRACHAN STREET
EAST
NORTH
JOHN ST NORTH
HUGHSON ST NORTH
CATHARINE ST NORTH
MARY STREET
FERGUSON AVENUE
WELLINGTON STREET NORTH
RAILWAY FREIGHT YARDS

CITY OF HAMILTON

- RECOMMENDATION -

2(BXi)(1)

DATE: 1996 October 23
File No. TEC-216-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 422 John Street North - Amendment of a Residential Boulevard Parking Agreement

RECOMMENDATION:

(a) That the existing residential boulevard parking agreement registered as Instrument No. 490908 C.D. to the property at No. 422 John Street North be amended at the property owner's expense; and,

(b) That the City Solicitor be authorized and directed to process the documents in relation to the amendment of this agreement.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

In accordance with the present City Council policy, the property owner would continue to pay $20.00 to the City annually for insurance and administrative costs.

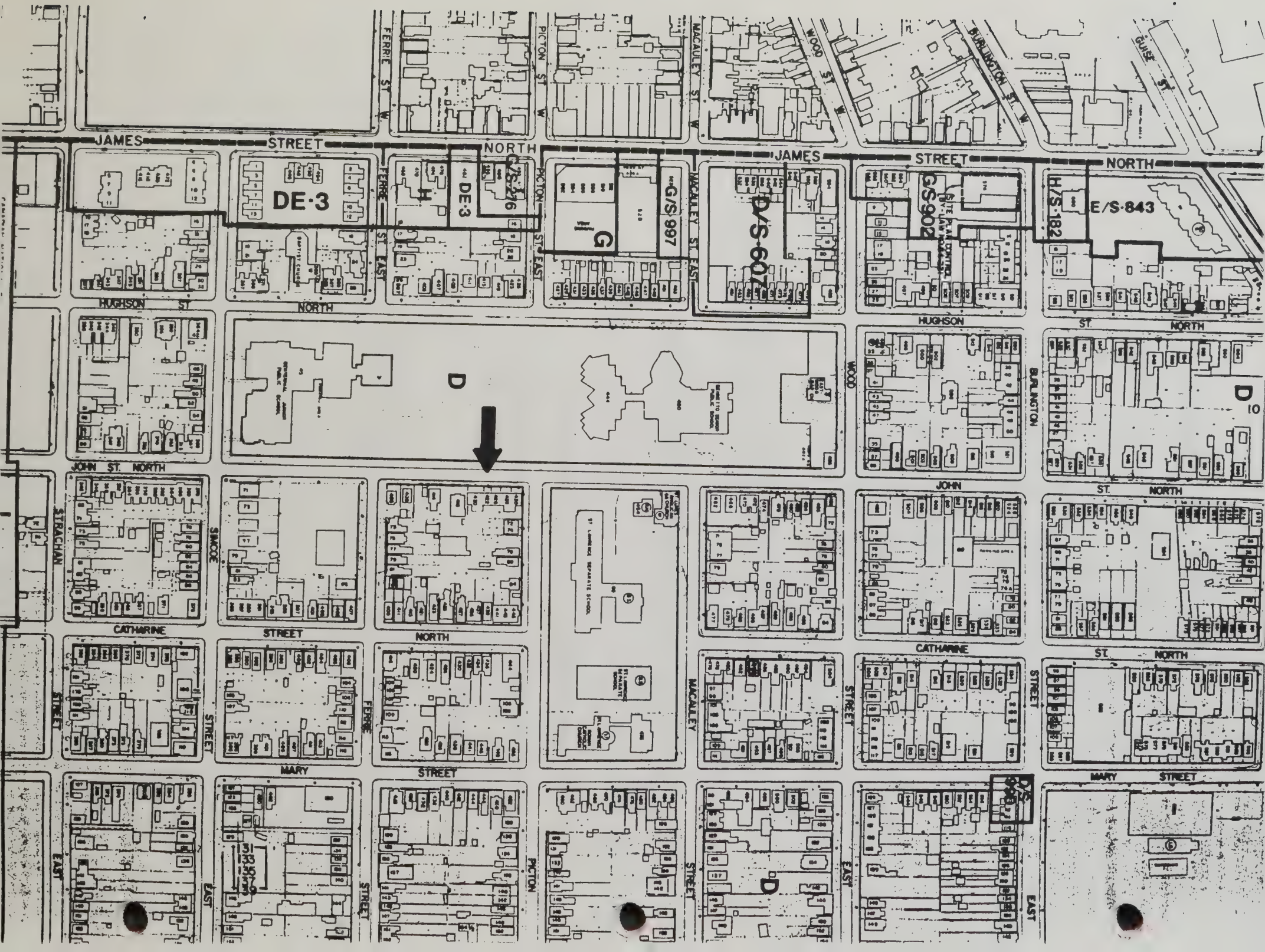
BACKGROUND:

In 1988, staff approved an application by the owner of the property at No. 422 John Street North to allow one vehicle to be parked partially on the City boulevard in front of this single family dwelling. The agreement was completed and registered in the Land Registry office by the owner of the property on 1989 July 25.

The owner of the property has now requested that the existing agreement be amended to allow two vehicles to be parked partially on the City boulevard in front of this house. Staff has concluded that there is sufficient space partially on the City boulevard and partially on the private property to accommodate two vehicles. The majority of the front yard was hard surfaced over ten years ago, thus the "50 percent landscaping by-law" is not applicable. Therefore, staff concurs with the request.

CVB/MBH/klk

c.c. P. Noé Johnson, City Solicitor, Law Department


JAMES STREET NORTH
JAMES STREET NORTH
FERRIE ST W
PICTON ST W
MACAULEY ST W
WOOD ST W
BURLINGTON ST W
GUISE ST
DE-3
DE-3
H
G
G/S 997
D/S-607
GS-902
H/S-182
E/S-843
HUGHSON ST NORTH
HUGHSON ST NORTH
D
WOOD
BURLINGTON
D 10
JOHN ST NORTH
JOHN ST NORTH
STRACHAN
SMOKE
CATHARINE STREET
CATHARINE STREET
NORTH
MACAULEY
MARY STREET
MARY STREET
FERRIE
PICTON
EAST
EAST
D

2(B)(i)(m)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 22
File No. TEC-223-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 62 Norman Street - Request for a Wheelchair Loading Zone

RECOMMENDATION:

That a "Wheelchair Loading Zone, 24 hours a day, seven days a week" regulation be implemented on the east side of Norman Street commencing at a point 107 feet north of Campbell Avenue and extending to a point 35 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

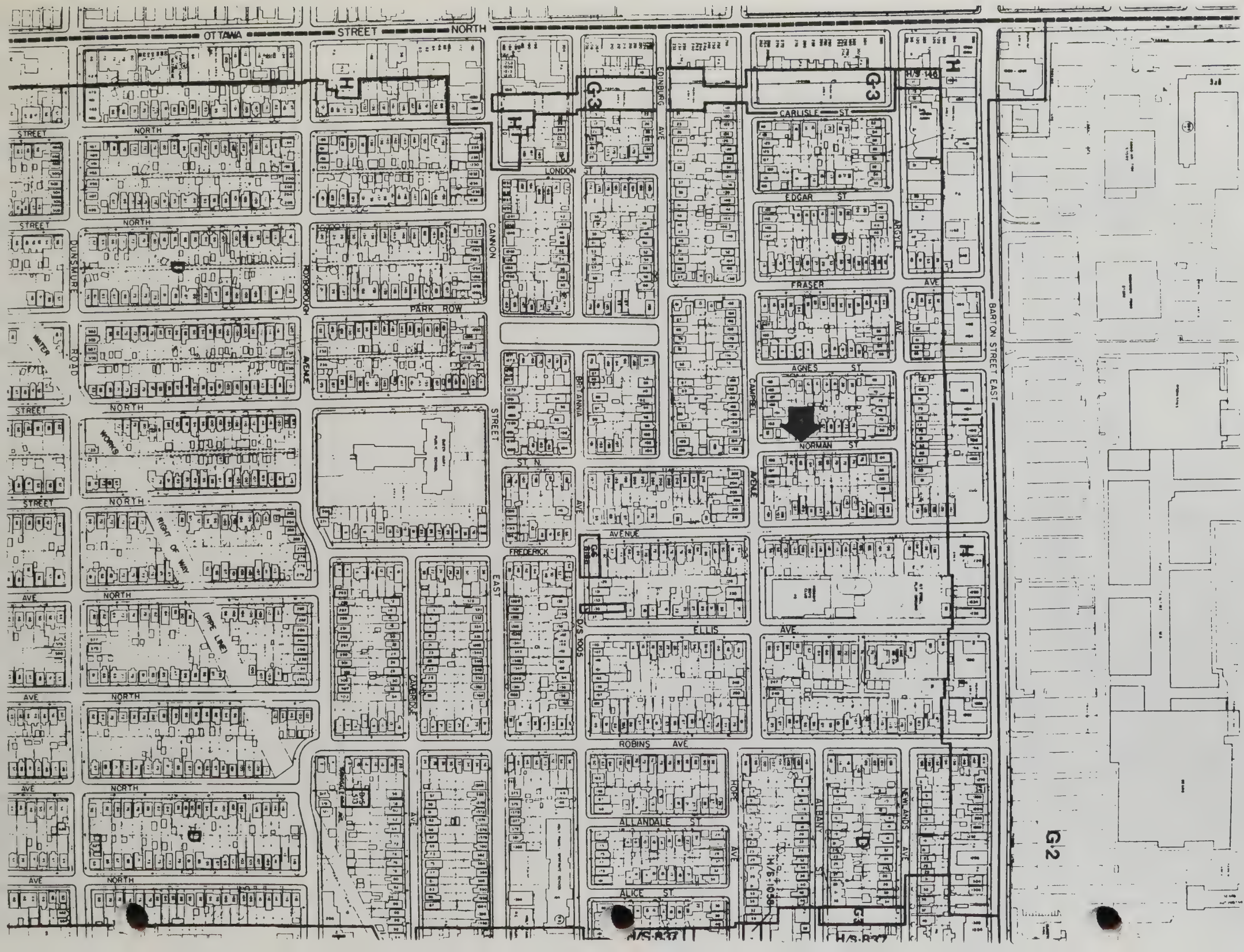
Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Janet Wilkinson, 62 Norman Street, that a "Wheelchair Loading Zone, 24 hours a day, 7 days a week" regulation be implemented on the east side of Norman directly in front of her home since she and her child are disabled and require the use of Darts vehicles.

Norman has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. The implementation of the requested regulation would result in the loss of only one legal on-street parking space directly in front of Ms. Wilkinson's home when parking is permitted on the east side of the street. However, since parking is permitted for the remainder of the block, staff does not anticipate any parking problems for area residents and concurs with the request.

CVB MH
CVB/MBH/kg


OTTAWA STREET NORTH
STREET
NORTH
DUNSMURE
CANNON
KNOX
PARK ROW
WATER
ROAD
AGNES
BRITANNIA
CAMPBELL
ST. N.
FREDERICK
AVENUE
ELLIS
ROBINS AVE
ALLANDALE ST.
ALICE ST.
EDGAR ST.
CARLISLE ST.
FRASER AVE
NORMAN ST.
EDINBURG AVE
LONDON ST.
ARGYLE AVE
BARTON STREET EAST
HOPE
ALBANY
NEWLANDS AVE
RIGHT OF WAY
TRAIL
H/S 1486
H/S 1096
H/S 837
H/S 837
G3
G2
H
D

2(B)(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 25
File No. TEC-228-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 78 New Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the west side of New Street commencing at a point 31 feet north of Main Street West and extending to a point 23 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Gordon Ferris, 78 New Street.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mrs. Liberty, 78 New Street, that a reserved "Permit Parking" regulation be implemented on the west side of the street in front of her home since her father, Mr. Gordon Ferris, is disabled.

New has a 26 foot pavement width, and presently, there is a "No Parking" regulation on the east side and unrestricted parking on the west side of the street in this area.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant must possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Ferris possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

CVB/MBH/klk


A/S 450
H/S 481
D/S 450
E/S 481
H/S 700
H/S 745
E/S 450
E/S 486
E 3/S 898
JONES STREET
TOM STREET
FLORENCE STREET
LOCHIANNE STREET
SUNSET AVENUE
LAMOREAUX STREET
BAKER STREET
HUNT STREET
HEAD STREET
NORTH STRATHCONA AVENUE
DUNDURN STREET SOUTH
BREADALBANE
DEVONPORT
INCHBURY
PEEL STREET
NAPIER STREET
MURDEN STREET
WELLESLEY ST
PEARL STREET
BAY STREET
OXFORD
BOULEVARD
WEST
KING STREET
EDISON ST
HENRY
NELSON STREET
GEORGE
MARGARET
NEW
MAIN STREET
SITE PLAN CONTROL BY-LAW 87-154
G 3/S 898
H/S 1019
CR 2
G 3
D/S 514
39 40 107
135 127 21
136 92 41
This is not a Legal Document
For Zoning Verification Please
CITY OF HA
STRATH
ZONI

2(B)(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 22
File No. TEC-221-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Bartonville Court and Garside Avenue South
- Intersection Control

RECOMMENDATION:

That eastbound traffic on Bartonville Court be required to stop for northbound and southbound traffic on Garside Avenue South and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Dr. Kenneth Burgess, M.D., 1745 King Street East, that stop control be implemented at the intersection of Bartonville and Garside.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand-rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that eastbound traffic on Bartonville be required to stop for northbound and southbound traffic on Garside.

CVB/MBH/kg


KESWICK COURT
TUXEDO AVENUE
SOUTH
KENILWORTH AVENUE
CROSTHWAITE AVENUE
BARTONVILLE COURT
MONTEREY AVENUE
CENTRAL SOUTH
GARSIDE AVENUE
NORMANDY AVENUE
CAMERON AVENUE
BARONS AVENUE
TRAGINA ROAD
WEIR STREET
AUBURN AVENUE
KING STREET EAST
LAWRENCE ROAD
DUNKIRK AVE
CLOVERDALE AVE.
ROSEDALE AVENUE
LYDIA STREET
WOODBRIDGE ROAD
H/S 742
H/S 742b
H/S 742a
H/S 1007
H
C
E
G-1

CITY OF HAMILTON

- RECOMMENDATION -

2(BXii)(b)

DATE: 1996 October 16
File No. TEC-214-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Acadia Drive (west leg) and Acadia Drive (north leg) - Intersection Control

RECOMMENDATION:

That northbound traffic on Acadia Drive (west leg) be required to stop for eastbound and westbound traffic on Acadia Drive (north leg) and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

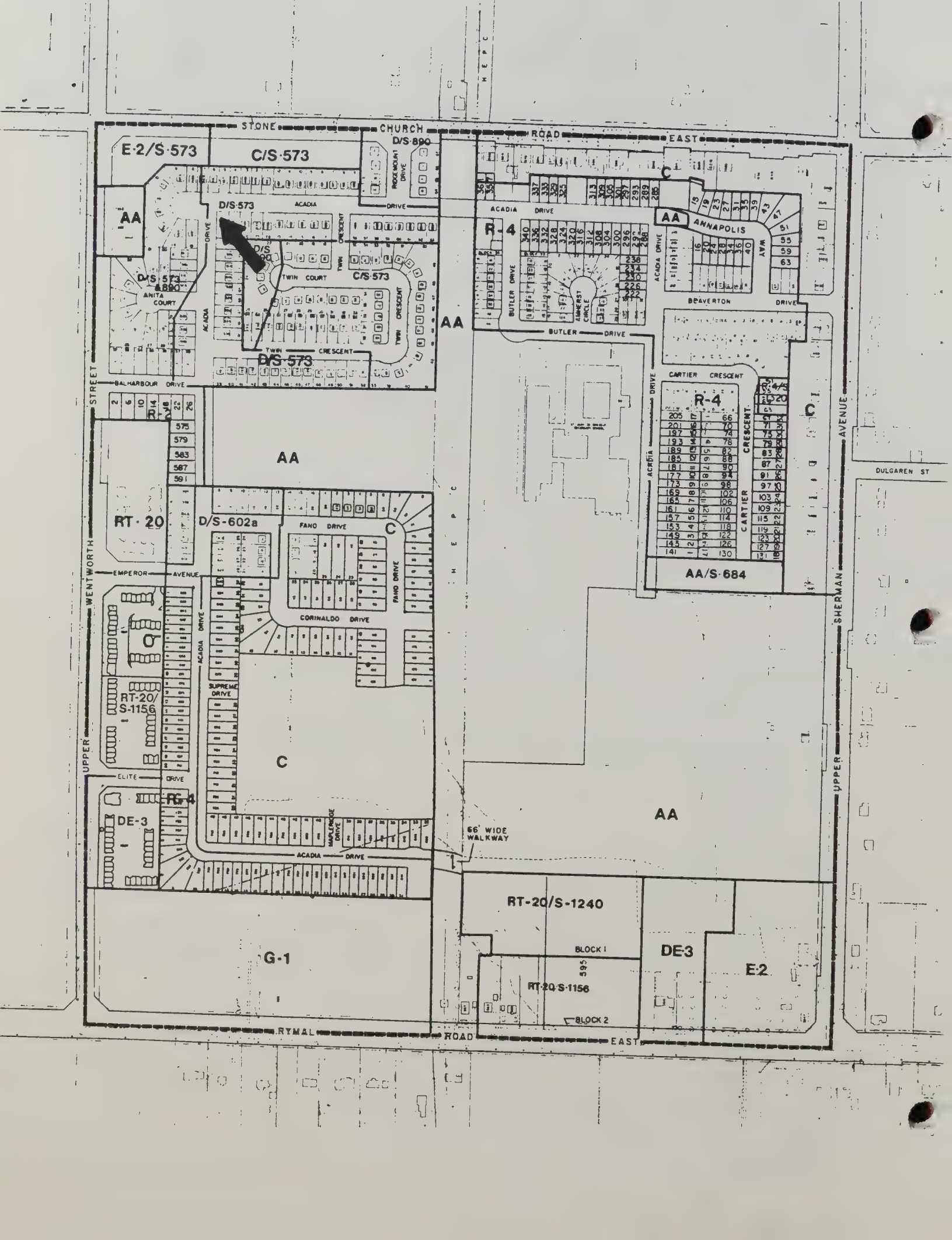
BACKGROUND:

Alderman Henry Merling has advised of concerns from Mrs. Catherine Harris, 473 Acadia Drive, regarding the intersection of Acadia (west leg) and Acadia (north leg).

The subject intersection is an unusual shaped "T" type intersection, and presently, there are no intersection control signs. Records indicate that there have been no reported collisions at this intersection since its construction. Thus, all-way stop control could not improve upon this excellent collision record.

Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff recommends that northbound traffic on Acadia (west leg) be required to stop for eastbound and westbound traffic on Acadia (north leg).

CVB/MBH/klk


STONE CHURCH ROAD EAST
E-2/S-573
C/S-573
D/S-890
D/S-573
AA
R-4
ANNAPOLIS
BEAVERTON
BUTLER DRIVE
CARTIER CRESCENT
AA/S-684
RT-20
D/S-602a
FANO DRIVE
CORINALDO DRIVE
EMPEROR AVENUE
WENTWORTH STREET
SHERMAN AVENUE
DULGAREN ST
RT-20/S-1156
DE-3
G-1
66' WIDE WALKWAY
RT-20/S-1240
BLOCK 1
BLOCK 2
RT-20/S-1156
DE-3
E-2
RYMAL ROAD EAST

2(B)(ii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 30
File No. TEC-199-96 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Ferrie Street East and Hughson Street North
- Intersection Control

RECOMMENDATION:

That four-way stop control be implemented at the intersection of Ferrie Street East and Hughson Street North, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

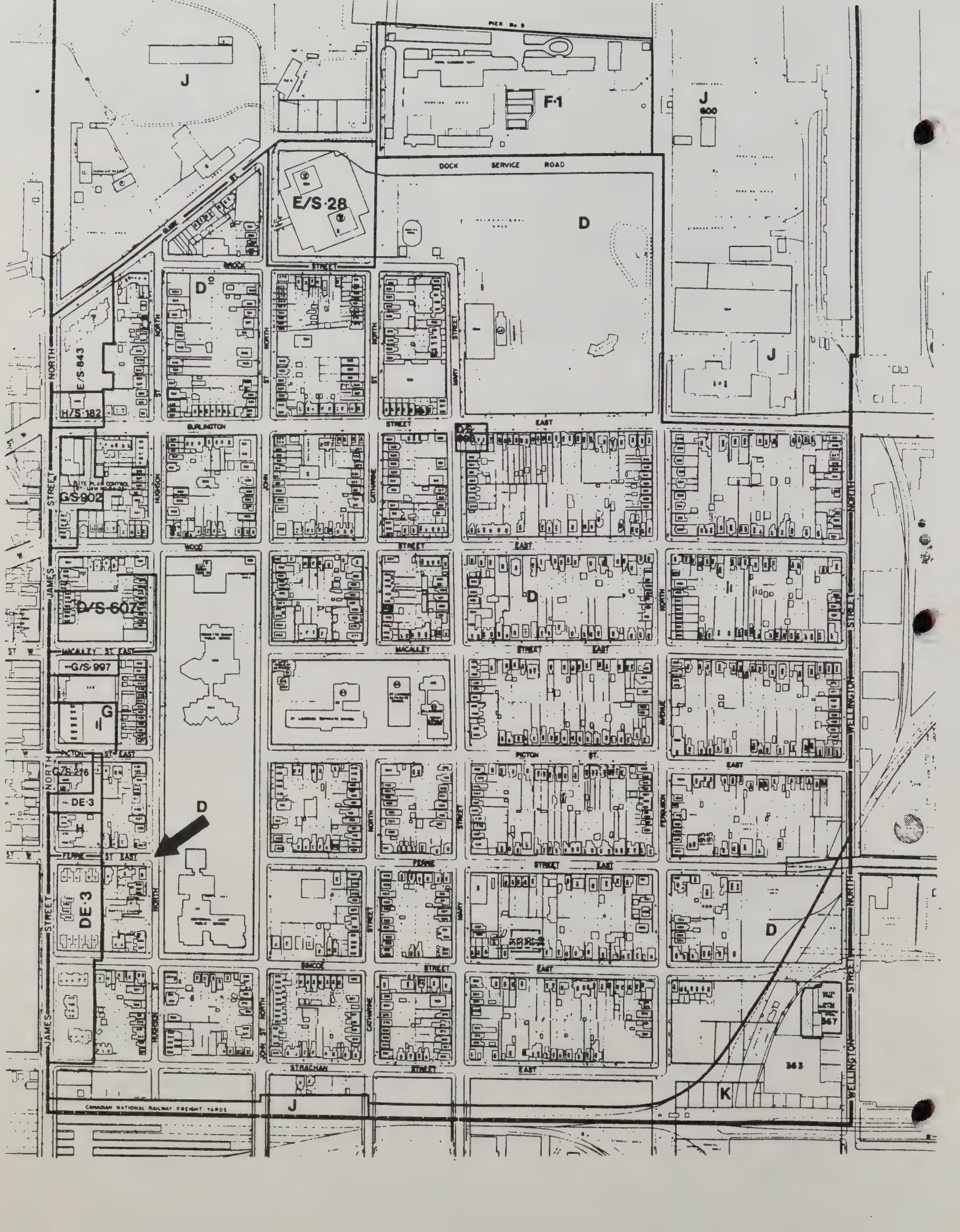
Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff have been contacted by the principal of Centennial School (Mrs. Millen) in regards to pedestrian safety at the intersection of Ferrie Street East and Hughson Street North. She has expressed concern relating to the high number of children crossing in the area and the fact that a child was struck by a car during the first week of school.

A review of the location indicates that there is some confusion relating to right-of-way at the intersection, and potential conflict exists between students and motorists. It has been concluded that the intersection of Ferrie and Hughson meets at least one of the criteria respecting the use of all direction stop control since it is immediately adjacent to an unfenced playground/park/ recreation centre and is in close proximity to Centennial School. Therefore, staff recommends that all-way stop control be implemented at Ferrie Street East and Hughson Street North. Staff spoke to the principal of Centennial School who concurs with this action.

TA/MBH/klk


PIER No. 8
J
F-1
J
DOCK SERVICE ROAD
E/S-28
D
D
E/S-843
H/S-182
NORTH
JAMES STREET
WOOD STREET
BURLINGTON STREET
EAST
G/S-902
HUGHSON ST NORTH
JOHN ST NORTH
CATHARINE ST NORTH
MARY STREET
D/S-607
MACAULEY ST EAST
G/S-997
G
PICTON ST EAST
G/S-276
DE-3
H
PEARL ST EAST
DE-3
D
SIMCOE STREET
STRACHAN STREET
CANADIAN NATIONAL RAILWAY FREIGHT YARDS
J
D
D
K
363
WELLINGTON STREET NORTH

2(B)(ii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 25
File No. TEC-227-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Upper Wellington Street at Sedona Court and at Jacqueline Boulevard - Intersection Control

RECOMMENDATION:

That eastbound traffic on Sedona Court and on Jacqueline Boulevard be required to stop for northbound and southbound traffic on Upper Wellington Street and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

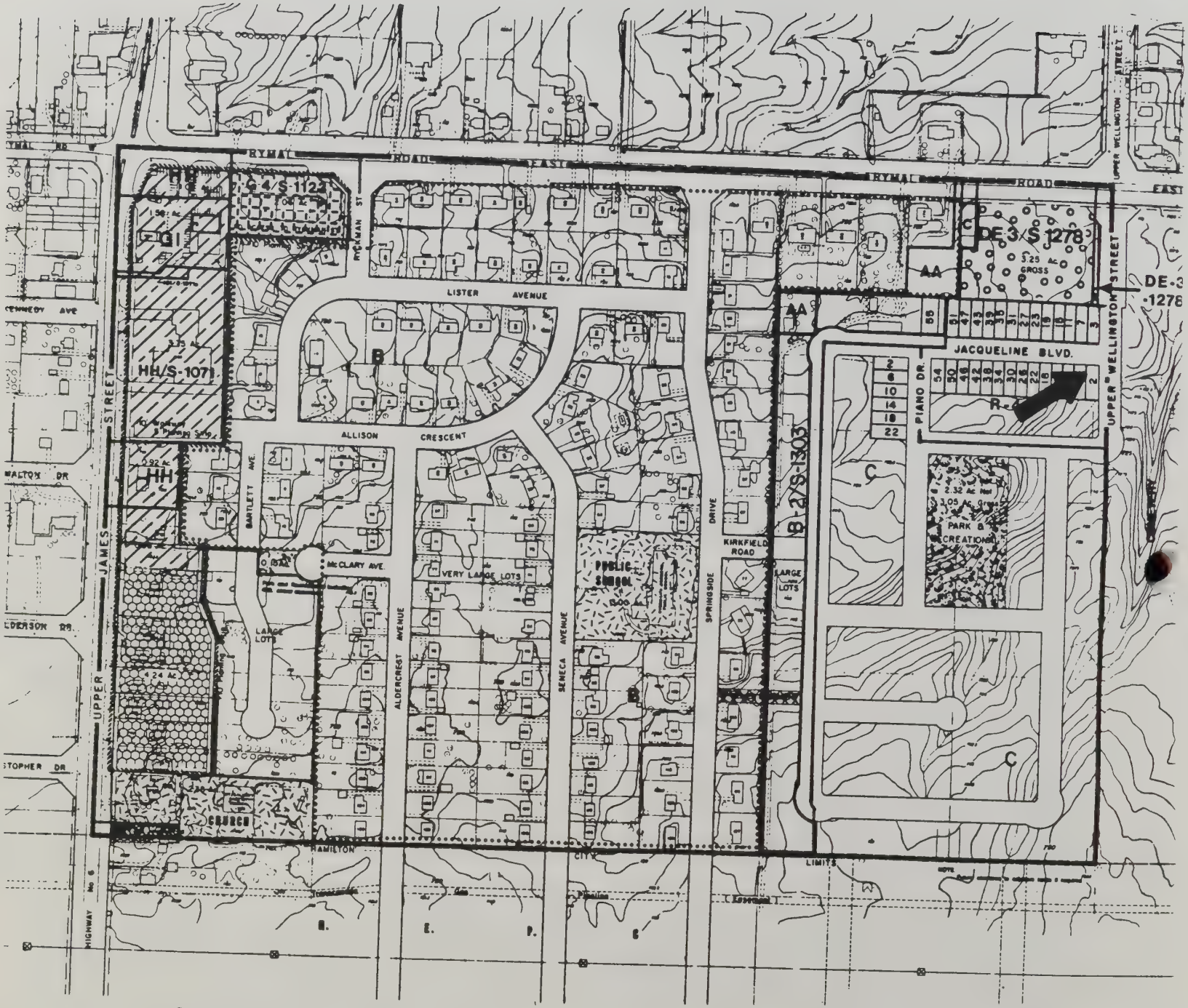
Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Sedona Court and Jacqueline Boulevard are relatively new streets which run west off Upper Wellington Street, and presently, there are no intersection control signs at either of these "T" type intersections.

Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff recommends that eastbound traffic on Sedona Court and Jacqueline Boulevard be required to stop for northbound and southbound traffic on Upper Wellington Street.

CVB/MBH/klk



Note: This is a GUIDE PLAN only and subject to change. For details contact The City Planning and Development Department.

City of Hamilton
Neighbourhood Location

LEGEND

AREA SUBJECT TO URBAN DESIGN GUIDELINES

AREA OF VERY LARGE LOTS

AREA OF LARGE LOTS

Land Use

Residential

Single and Double

Attached Housing

Non-Residential

Offices & Service Comm

Highway Commercial

Neighbourhood Boundary

Zoning Boundary

Site Plan Control Boundary

Approvals:

Planning Comm. [illegible]

Council [illegible]

Latest Map Amendment

2(BXiiXe)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 21
File No. TEC-220-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Lavina Crescent and Magnolia Drive - Corner Clearances

RECOMMENDATION:

That a "No Stopping" corner clearance be implemented on the south side of Lavina Crescent commencing at Magnolia Drive and extending to a point 36 feet westerly therefrom and on the west side of Magnolia Drive commencing at Lavina Crescent and extending 31 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

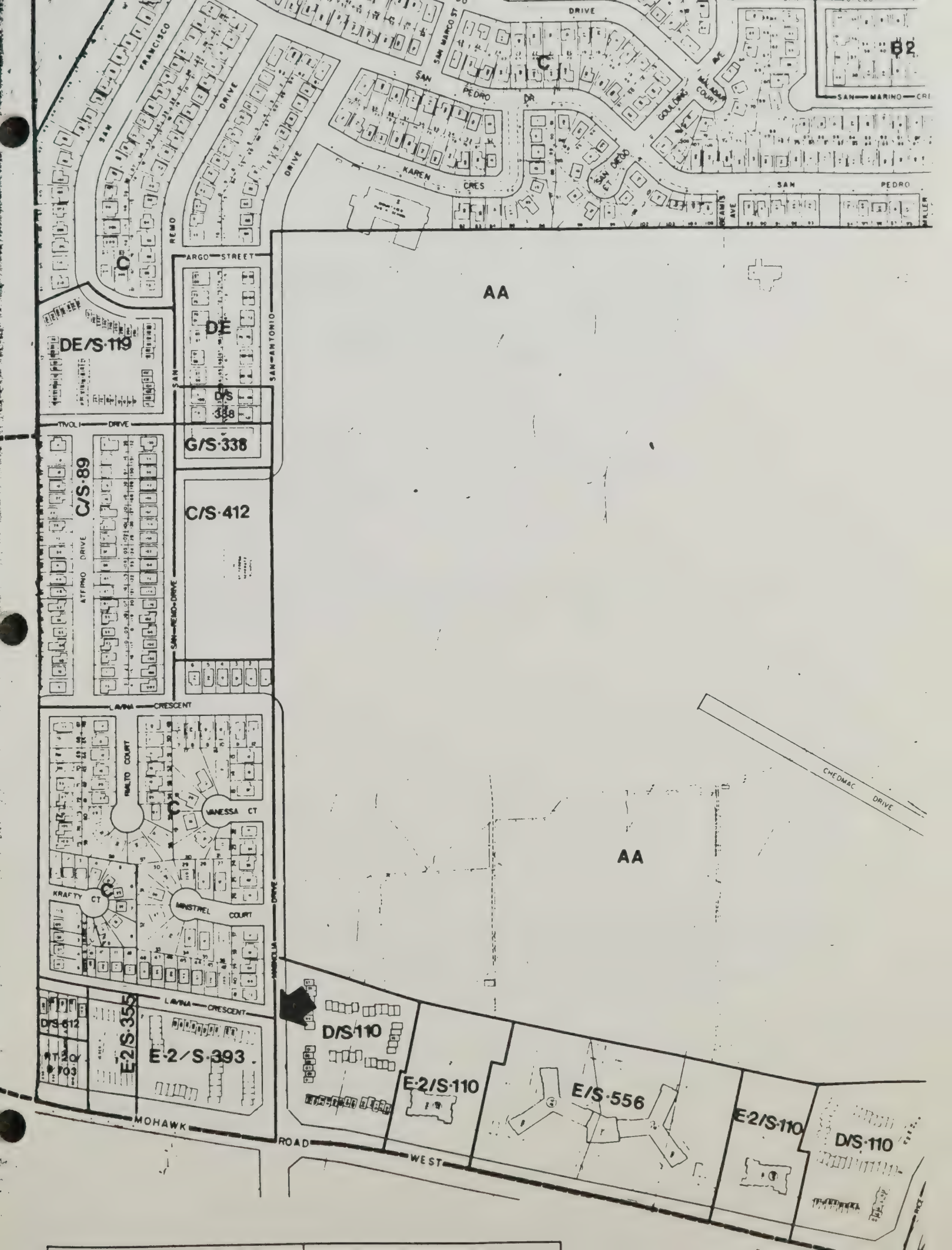
BACKGROUND:

Staff has received a request from Maureen Goutier, 158 Lavina Crescent, that corner clearances be implemented on the south-west corner of Lavina and Magnolia. Ms. Goutier has expressed concern that parked vehicles in this area obstruct two-way traffic flow, turning movements and visibility for eastbound motorists on Lavina attempting to enter Magnolia.

Lavina has a 28 foot pavement width, and presently, there is a "No Parking" regulation on the north side and unrestricted parking on the south side of the street in this area. Magnolia has a 44 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. An investigation has confirmed that parked vehicles in this area do obstruct two-way traffic flow, turning movements and visibility to some degree. Therefore, staff concurs with the request.

The implementation of the requested corner clearances would result in a loss of approximately two on-street parking spaces. However, since virtually all residents in this area have available off-street parking, staff does not anticipate any parking difficulties for area residents.

CVB/MBH/kg


DRIVE
SAN MARCO
SAN PEDRO DR
C
B2
SAN MARINO CRI
SAN FRANCISCO
DRIVE
SAN REMO
DRIVE
DRIVE
KAREN CRES
SAN PEDRO
ARGO STREET
D
DE
DE/S·119
SAN ANTONIO
D/S 338
G/S·338
TIVOLI DRIVE
C/S·89
ATTANO DRIVE
C/S·412
SAN REMO DRIVE
AA
CHEDMAC DRIVE
LAVINA CRESCENT
RIALTO COURT
C
VANESSA CT
KRAFTY CT
MINSTREL COURT
MARCELLA DRIVE
LAVINA CRESCENT
D/S·612
E·2/S·355
E·2/S·393
D/S·110
E·2/S·110
E/S·556
E·2/S·110
D/S·110
MOHAWK ROAD WEST

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 29
File No. TEC-230-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Margate Avenue and Southwood Drive - Intersection Control

RECOMMENDATION:

That three-way stop control be implemented at the intersection of Margate Avenue and Southwood Drive and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

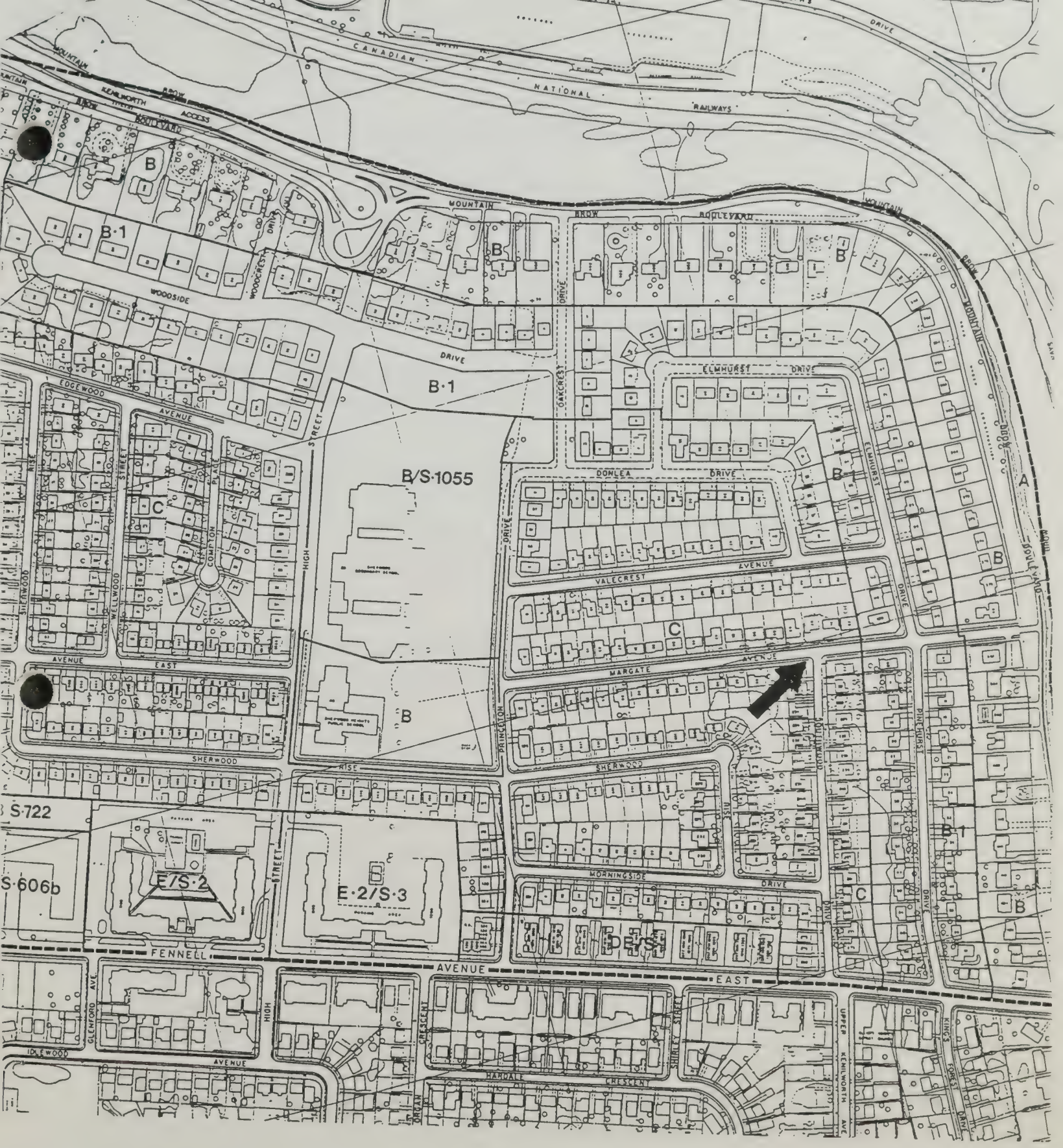
BACKGROUND:

Alderman Bob Charters has advised of a request from area residents that all-way stop control be implemented at the intersection of Margate and Southwood. The residents have expressed concern that students exit Sherwood Secondary School and then speed down Margate to access Mountain Brow.

The subject intersection is a "T" type intersection, and presently, northbound traffic on Southwood is required to stop for eastbound and westbound traffic on Margate. Records indicate that there have been no reported collisions at this intersection in at least the past eight years. This is an excellent collision record for this type of intersection.

Although this intersection does not meet the Department's criteria for all-way stop control, there are no stop signs on the entire length of Margate between Princeton and Mountain Brow, a distance of approximately 1,725 feet. The intersection of Margate and Southwood is almost midpoint between Princeton and Mountain Brow and would be a suitable location for stop signs on Margate. Therefore, staff has no objection to the request for three-way stop control at the intersection of Margate and Southwood.

CVB/MBH/klk


CANADIAN
NATIONAL
RAILWAYS
DRIVE
MOUNTAIN
BROW
BOULEVARD
ACCESS
KENILWORTH
B
B-1
WOODSIDE
DRIVE
WOODCREST
EDGEWOOD
AVENUE
STREET
RISE
SHERWOOD
WELLWOOD
COMPTON
PLACE
C
HIGH
EAST
B/S-1055
PUBLIC SCHOOL
OAKCREST
ELMHURST
DOMLEA
VALECREST
MARGATE
PRINCETON
MORNINGSIDE
CRESCENT
PARKHURST
A
S-722
S-606b
E/S-2
E-2/S-3
FENNELL
IDLEWOOD
GLENFORD
HANDALE
SHIRLEY
UPPER
KINGS
FOREST

2(B)(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 23
File No: TEC-224-95 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Traffic Safety Training in Elementary Schools

RECOMMENDATION:

That the Public Works and Traffic Department be authorized to develop a traffic safety training program for elementary school students in Hamilton.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

A traffic safety training program for elementary school children in the City could be developed and presented upon request, to a limited degree, within the current departmental budget.

BACKGROUND:

The Community Traffic Services Division of the Public Works and Traffic Department administers the School Crossing Guard Program for four of the five area municipalities which cover three school board jurisdictions. Over the years, staff of the Traffic Division have developed significant contacts with the Boards of Education, and regularly liaise with the various public and separate school officials to determine if alternatives exist to the assignment of crossing guards to unwarranted locations, as well as regular dealings about requests for other traffic control devices and various types of other regulations such as school bus loading zones.

Due to our extensive involvement with schools about their traffic concerns, our staff are asked from time to time, to attend the schools and to make presentations to the students on traffic safety. Currently, approximately 20 to 25 school crossing guards speak to elementary school children each year and these employees volunteer their own time to speak to the children on an informal basis.

This matter was recently discussed at a Hamilton Safety Council meeting, and both the Safety Council and the Regional Police, are in support of City staff developing a school safety training program for presentation to elementary school children. The Community Traffic Services branch of the Regional Police have always performed this function, but the traffic safety training program has been scaled down in recent years due to other demands on their time.

Traffic Division staff could develop a school safety training program, in conjunction with the Hamilton Safety Council and the Regional Police Department, and could visit the elementary schools, on a limited basis, with current staff and within current budget. The program would be available to all schools within the City and undertaken on a request basis only. Visual aids are currently available for use and could include portable traffic signals including pedestrian heads, portable crosswalk lines and the use of school crossing staff with the appropriate stop signs and uniforms.

MBH/kg

2(B)(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 15
File No. TEC-212-96 / Author: B. Malone

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Supply and Delivery of Traffic Paint during 1997, Public Works and Traffic Department

RECOMMENDATION:

That a purchase order be issued to Niagara Paint Inc., Hamilton, Ontario, for the supply and delivery of traffic paint as and when required during 1997 by the Public Works and Traffic Department, being the lowest of five bids received and being in accordance with the specifications issued by the Purchasing Division's tender, and that the estimated expenditure of $200,000. be financed through the Pavement Markings Account No. CH-56153 75999.

Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds to permit the purchase of materials as recommended have been budgeted for 1997.

BACKGROUND:

This tender was advertised and two suppliers submitted bids. The recommended supplier submitted the lowest bid on the items being recommended.

BJM/kg
Attach.

Ref: C17-9-96

Closes: Tuesday, October 1, 1

THE CORPORATION OF THE CITY OF HAMILTON

FORM OF TENDER

SUPPLY AND DELIVERY OF TRAFFIC PAINT AS AND WHEN REQUIRED DURING 1997

J. J. Schatz
City Clerk
City Hall, Hamilton

Dear Sir:

We, the undersigned, herewith agree to supply and deliver Traffic Paint as and when required during 1997 in accordance with specifications issued by the Purchasing Division, September 10, 1996 at the following prices.

We acknowledge that we have received addenda numbered ____ to ____ inclusive, and the prices quoted include the provisions set out in such addenda. (Bids will be rejected if addenda, if any, are not acknowledged and provided for in the prices submitted)

PRICE PER LITRE EXCLUDING ALL TAXES

Colour	Size litres	Applic. Temp.	Approximate Quantity (litres)	Solvent Based Paint ($/l)	Water-Borne Paint ($/l)	Vendor Part #
White	205	Hot or Cold	20,000	1.74	n/a	106622
Yellow	205	Hot or Cold	50,000	1.74	n/a	106625
White	20	Cold	15,000	1.84	2.55	106622
Yellow	20	Cold	1,000	1.84	2.55	106625
Black	20	Cold	200	2.40	2.55	106838
Thinner (Toluol /equal)	205	n/a	8,200	1.05	n/a	Toluene

Continued....

Product Name for Thinner for Solvent Based Paint Toluene

Maximum Delivery Time 1-2

Deposit charge, if any, 35.60 per 205 litre drum.

By signing this document you are indicating that your company has clearly understood the Conflict of Interest clause and are confirming that such a conflict does not exist.

NIAGARA PAINT INC
Name of Company

2 Hilyard St Hamilton Box 402 LCD A1 L8L7W4
Street Address of Company, including postal code - No Post Office Box numbers -

Authorized Signature

GERRY J O'REILLY
Please Print Name

( ) 905 522 4604
Telephone Number

SEPT 25/ 1996
Date of Tender

( ) 905 572 6177
FAX Number

NOTE: Bid submissions will NOT be accepted by fax

NOTE: Even if you are NOT submitting a price, in order to remain on Bidders' List for this product or service, complete the above with your company's information and return by due date and time with a brief explanation why you are unable to bid. **FAILURE TO RETURN WILL BE REASON TO DELETE YOUR COMPANY FROM OUR BIDDERS' LIST.**

2(B)(iii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 16
File No. TEC-187-96 / Author: M. Hazell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: North side of Hunter Street between John and James Streets
- Parking Meter Duration

RECOMMENDATION:

That the duration of the parking meters on the north side of Hunter Street between John and James Streets be switched from 15 minutes to 1 hour, except for the first two meters immediately east and west of Hughson Street which will remain at 15 minute duration and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Since these parking meters are currently underutilized to some degree, changing the duration of 12 of the 16 meters from 15 minutes to 1 hour in order to encourage more parking will likely result in additional, but insignificant, revenues being accrued to the Hamilton Parking Authority.

BACKGROUND:

Coincident with the opening of the new GO Station on Hunter Street East, the duration of the parking meters on the north side of Hunter between John and James were switched from 1 hour to 15 minutes in order to create a parking turnover for pick-ups and drop-offs in close proximity to the Go Station.

For several months after the opening of the GO Station, the meters on the north side of Hunter Street in these two blocks were heavily parked, but it was determined that motorists displaying disabled parking permits were occupying most of the metered spaces throughout the day. Until recently, motorists displaying valid Ministry of Transportation "Disabled Person Parking Permits"

were exempt from placing coins in parking meters and from the time limit. It was apparent that virtually all of these motorists were parking free of charge for most of the day such that these spaces were not available for short-term parking or loading. As a result, the City Council, 1996 June 25, approved a recommendation that vehicles displaying Ministry of Transportation "Disabled Person Parking Permits" would continue to be allowed to park at parking meters without depositing coins, but only for a maximum of three consecutive hours. Periodic observations in recent weeks have revealed that disabled motorists are still parking in these blocks, but are not frequently exceeding the recently approved three hour limit.

The Transport and Environment Committee, on 1996 June 17, received, but took no action at that time on a petition to change the duration of the parking meters back to 1 hour in these blocks. Therefore, since these parking meters are now underutilized, and a petition has been received to change the duration to 1 hour in order to allow longer term parking, it is recommended that the meters be changed back to 1 hour on the north side of Hunter between John and James, except for the first two parking meters immediately east of Hughson and west of Hughson, which are closest to the front doors of the GO Station, which would remain at 15 minutes for short-term pick-ups and drop-offs.

MBH/kg

2(B)(iii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 30
File No. TEC-200-96 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Arnold Street and Dalewood Avenue - School Crossing Guard

RECOMMENDATION:

(a) That a School Crossing Guard be assigned to the intersection of Arnold Street and Dalewood Avenue during the morning and evening school crossing periods only for the balance of 1996 and up until the approval of the 1997 Departmental Budget; and,

(b) That consideration be given in the 1997 Current Budget deliberations for an expansion package of $4,000 plus administrative costs for a School Crossing Guard at this location on a permanent basis.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard with morning and evening duty times is approximately $4,000 per year plus administrative costs. This increase can be accommodated within the current (1996) School Crossing Guard Program budget for the remainder of 1996. However, in order to fund this location in 1997, an expansion package will be prepared as part of the 1997 budget process.

BACKGROUND:

Staff have been contacted by a Robin Waugh, 50 Dalewood Avenue, about concerns relating to children crossing Dalewood Avenue in the vicinity of Dalewood School and the need for a School Crossing Guard on Dalewood between Main and King.

Pedestrian and vehicular surveys were undertaken to determine the severity of the problem and to determine the requirement for a School Crossing Guard. The study has determined that there were an insufficient number of safe gaps for children to cross Dalewood Avenue in the area of the school. During the morning school crossing times, there were 15 children crossing Dalewood at Arnold and 21 crossing Arnold at Dalewood. At Traymore, 45 children crossed Dalewood in the morning and 7 crossed Traymore. In the evening crossing period, 7 children were observed crossing Dalewood at Arnold and 18 crossing Arnold at Dalewood. At the Traymore intersection, there were 29 children crossing Dalewood and 6 crossing Traymore during the afternoon crossing period.

Although more children were observed crossing Dalewood at Traymore, it has been concluded, with input from the principal of Dalewood School, that a School Crossing Guard would better serve the children at Arnold Street. This conclusion is based on the layout of the neighbourhood in regards to the location of the residences and streets and also the closeness of a traffic signal, one short block south of Traymore. The positioning of a School Crossing Guard at Dalewood and Arnold will undoubtedly attract the children crossing both north and south of Arnold. Therefore, it is recommended that a School Crossing Guard be hired and assigned to the intersection of Arnold Street and Dalewood Avenue during the morning and evening school crossing periods only.

TA/MBH/klk


STERLING
KING
WEST
STREET
MAIN
ARNOLD
TRAYMORE
AVE
PAUL
STREET
BARCLAY
ARKELL
CHEDOKE
C/S-860
H/S-148
S-1041a
C/S-763
C
G
E
H

2(B)(iii)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 30
File No. TEC-201-96 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Queen Victoria Drive and Redbury Street - School Crossing Guard

RECOMMENDATION:

(a) That a School Crossing Guard be assigned to the intersection of Queen Victoria Drive and Redbury Street during the morning and evening school crossing periods only for the balance of 1996 and up until the approval of the 1997 Departmental Budget; and,

(b) That consideration be given in the 1997 Current Budget deliberations for an expansion package of $4,000 plus administrative costs for a School Crossing Guard at this location on a permanent basis.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard with morning and evening duty times is approximately $4,000 per year plus administrative costs. This increase can be accommodated within the current (1996) School Crossing Guard Program budget for the remainder of 1996. However, in order to fund this location in 1997, an expansion package will be prepared for presentation to Committee as part of the 1997 budget process.

BACKGROUND:

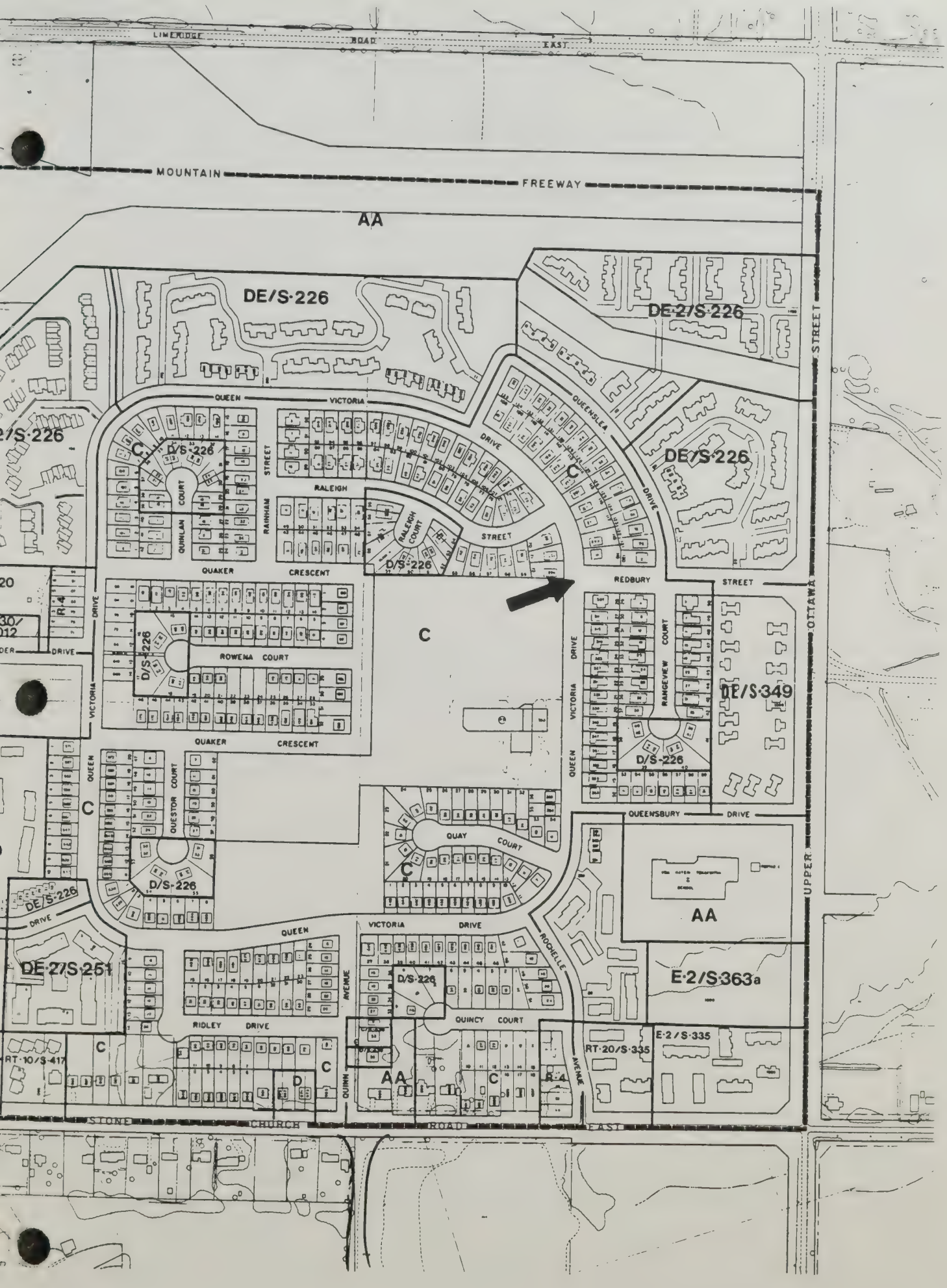
Staff have been contacted by a member of the public with concerns relating to children crossing both Queen Victoria Drive and Redbury Street and the need for a School Crossing Guard.

Staff undertook vehicular and pedestrian studies at the intersection on 1996 September 18. The studies included the monitoring of children crossing Queen Victoria and Redbury, the number of vehicles using both roadways, and any children who crossed within several blocks of the intersection who might be attracted to the intersection if a guard was present. Because the intersection is controlled by an all-way stop, special observations were undertaken to determine whether there were any behavioral problems such as motorists not stopping for the stop signs, pedestrians not being observant at the crossing or whether there was any hesitation or delay experienced by the children.

During the morning crossing period, 43 children were observed crossing Queen Victoria and 49 crossing Redbury, while in the evening period, 72 children crossed Queen Victoria and 22 crossed Redbury. There were many other children north and south of the intersection who crossed Queen Victoria and who would likely be attracted to the intersection should a guard be assigned. During these survey periods, several conflicts were observed between motorists and children attempting their movement at the same instance.

In accordance with approved emergency procedures, a School Crossing Guard was assigned to this location on 1996 September 30. Therefore, it is recommended that a School Crossing Guard be hired and assigned to Queen Victoria Drive and Redbury Street during the morning and evening school crossing periods only on a permanent basis.

TA/MBH/klk


LIMERIDGE ROAD EAST
MOUNTAIN FREEWAY
AA
DE/S-226
DE-2/S-226
QUEEN VICTORIA
QUEENSLEA DRIVE
STREET
RALEIGH
RAINHAM
QUINLAN COURT
QUAKER CRESCENT
RALEIGH COURT
REDBURY STREET
ROWENA COURT
QUEEN VICTORIA DRIVE
RANGEVIEW COURT
DE/S-349
QUESTOR COURT
QUAY COURT
QUEENSBURY DRIVE
UPPER OTTAWA STREET
DE-2/S-251
RIDLEY DRIVE
QUINCY COURT
ROCHELLE AVENUE
E-2/S-363a
E-2/S-335
RT-20/S-335
RT-10/S-417
QUINN AVENUE
STONE CHURCH ROAD EAST
D/S-226
C
D
R-4
AA

2(B)(iii)(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 16
File No. TEC-218-96 Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Barton Street East and Gage Avenue North - School Crossing Guard Request

RECOMMENDATION:

a) That a School Crossing Guard be assigned to the intersection of Barton Street East and Gage Avenue North during the morning and evening school crossing periods only for the balance of 1996 and up until the approval of the 1997 Departmental Budget; and

b) That consideration be given in the 1997 Current Budget deliberations for an expansion package of $4,000. plus administrative costs for a School Crossing Guard at this location.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard with morning and evening duty times is approximately $4,000. per year plus administrative costs. This increase can be accommodated within the current (1996) School Crossing Guard Program budget for the remainder of 1996. However, in order to fund this location in 1997, an expansion package will be prepared for presentation to Committee as part of the 1997 budget process.

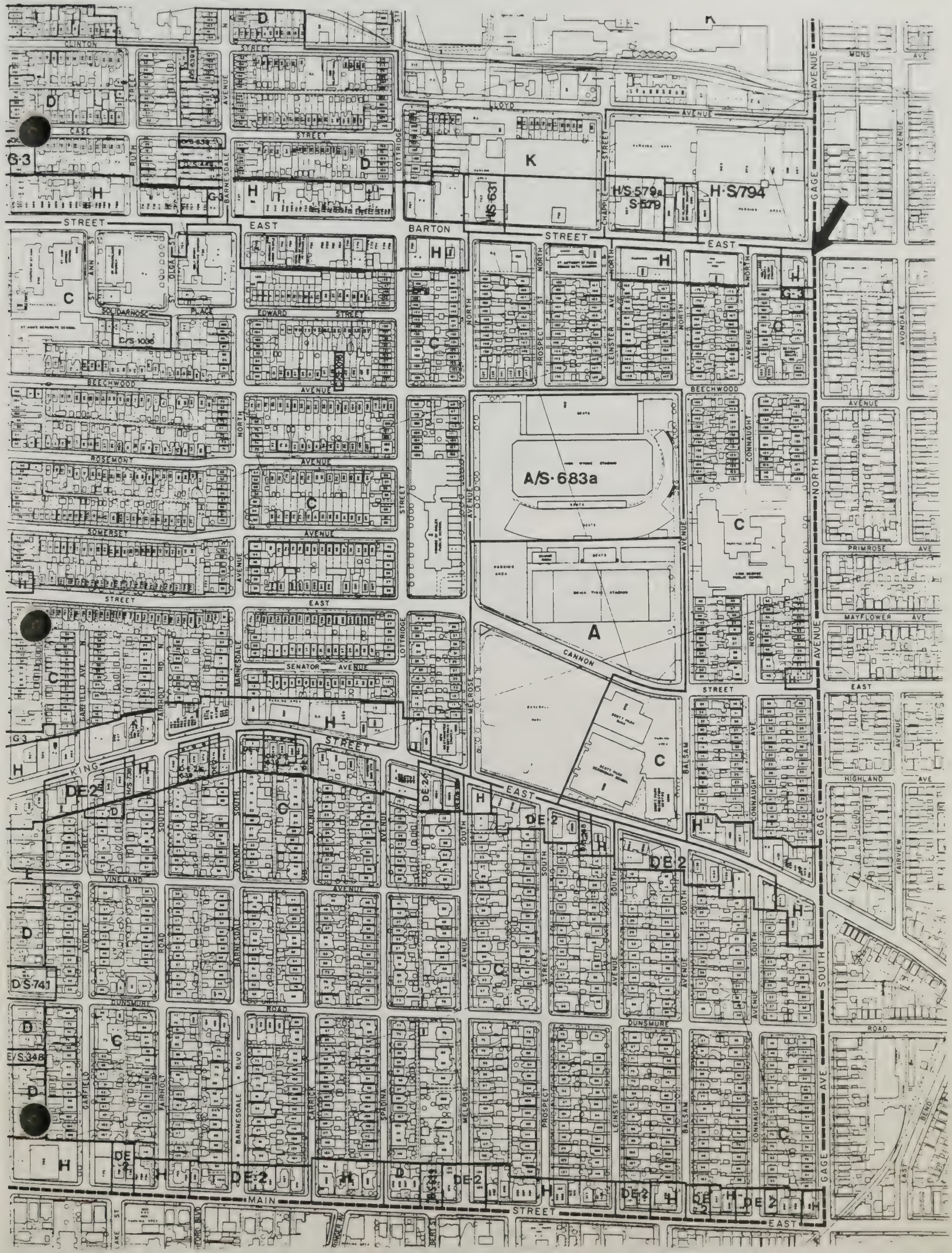
BACKGROUND:

Staff have been contacted by a Holly Raun, 3-219 Avondale Street North, with concerns relating to children crossing both Barton Street East and Gage Avenue North and the need for a School Crossing Guard.

Staff undertook studies at the intersection on 1996 October 9. It was determined that there are approximately 72 crossings of Barton and 9 crossings of Gage during the two crossing periods. The traffic signal at this location alternates the right-of-way such that pedestrians should have adequate opportunity to cross the roadway. However, motorists were observed disobeying the signals on numerous occasions.

When considering the need for a School Crossing Guard at traffic signals, staff place an emphasis on turning traffic which conflicts with the movement of children during the walk time of the traffic signal. Experience has confirmed that when there is an average of 5 vehicles turning through the crosswalks during each cycle of the traffic signal timings, conflicts, delays or reduced confidence in the children is increased. The most frequently used crosswalk at the intersection of Barton and Gage is averaging almost five turns per cycle. Therefore, it is recommended that a School Crossing Guard be assigned to the intersection of Barton and Gage during the morning and evening school crossing periods.

BRA/MBH/kg


BARTON STREET EAST
MAIN STREET EAST
GAGE AVENUE
H-S-794
H-S-579a
S-579
A/S-683a
D/S-741
E/S-348
D/S-1036
CANNON STREET EAST
KING STREET EAST
DUNSMURE ROAD
BEECHWOOD AVENUE
ROSEMONT AVENUE
SOMERSET AVENUE
SENATOR AVENUE
VINELAND AVENUE
PRIMROSE AVE
MAYFLOWER AVE
HIGHLAND AVE
BARNESDALE BLVD
LOTTRIDGE STREET
WELROSE AVENUE
CONNAUGHT AVENUE
PROSPECT AVENUE
LEINSTER AVENUE
CHAPPLE AVENUE
EDWARD STREET
CLINTON STREET
LLOYD AVENUE
MONS AVE
DE-2
DE-2A
DE-2B
DE-2C
DE-2D
DE-2E
DE-2F
DE-2G
DE-2H
DE-2J
DE-2K
DE-2L
DE-2M
DE-2N
DE-2P
DE-2Q
DE-2R
DE-2S
DE-2T
DE-2U
DE-2V
DE-2W
DE-2X
DE-2Y
DE-2Z

2(B)(iii)(g)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 24
File No. TEC-204-96 / Author: J. R. Walshaw

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Supply and Delivery of Traffic Signal Heads and Pedestrian Pushbuttons

RECOMMENDATION:

(a) That a purchase order be issued to Econolite Canada Limited for the supply and delivery of vehicle signal heads as and when required in 1997 by the Traffic Division at the unit prices listed below, being the lowest acceptable bid received for these items in accordance with the specifications issued by the Purchasing Division and Vendor's bid:

(i)	Vehicle Heads (Red/Amber/Green)	$172.58
(ii)	Vehicle Heads (Red/Amber/Green/Amber Arrow/Green Arrow)	$322.59
(iii)	Vehicle Heads (Red Ball/8"Amber Ball/Green Arrow)	$211.56
(iv)	Vehicle Heads (Red Ball/12"Amber Ball/Green Arrow)	$224.17
(v)	Vehicle Heads (Red Ball/Amber Ball/Green Ball/Green Arrow)	$265.75
(vi)	Pedestrian Pushbutton Pelco SE-2002	$ 29.15
(vii)	Pedestrian Pushbutton Pelco SE-2007	$ 29.15; and,

(b) That a purchase order be issued to Tacel Limited for the supply and delivery of pedestrian signal heads as and when required in 1997 by the Traffic Division at the unit prices listed below, being the lowest acceptable bid received for these items in accordance with the specifications issued by the Purchasing Division and Vendor's bid:

(viii)	Pedestrian Signal Heads	$131.00; and,

(c) That the purchases be financed through Traffic Signals Materials Account No. 56152-75999.

All prices noted are before the addition of applicable taxes.

D Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Almost all of the equipment purchased from this order will be sold to the Region and the purchase cost fully recovered.

BACKGROUND:

This tender was advertised and five suppliers submitted bids. The lowest acceptable bidder for each item is being recommended.

The equipment is used almost exclusively on capital and operating budget projects within the Regional Roads Division. A small portion is used in the City Traffic Capital and Operating Budgets. Approximately $125,000 was spent on these materials in 1996.

JRW/klk

c.c. Chris Rendell, Intermediate Buyer, Purchasing

2(B)(iii)(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 23
File No. TEC-205-96 / Author: J. R. Walshaw

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Supply and Delivery of Digital Solid-State Traffic Signal Controllers and Associated Hardware

RECOMMENDATION:

That a purchase order be issued to Fortran Traffic Systems Ltd., Scarborough, Ontario, for the supply and delivery of traffic signal controllers as and when required in 1997 by the Traffic Division, at the unit prices noted below, in accordance with the specifications issued by Purchasing and Vendor's tender, and to be financed through Traffic Signals Materials Account No. 56152-75999.

1.	36 circuit fully actuated solid state controllers	$ 6,694.20 each
2.	24 circuit fully actuated solid state controllers	$ 5,847.00 each
3.	24 circuit pretimed solid state controllers	$ 5,842.37 each
4.	area master controllers	$ 3,855.80 each
5.	communications modules	$ 430.00 each
6.	portable data transfer units	$ 3,855.00 each

All prices noted are before the addition of applicable taxes.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Almost all of the equipment purchased from this order will be sold to the Region and the purchase cost fully recovered.

BACKGROUND:

This tender was advertised and four suppliers submitted bids. The lowest acceptable bid for all is being recommended.

The equipment is used almost exclusively on capital and operating budget projects within the Regional Roads Division budget. A small portion is used in the City Traffic Capital budget. Approximately $500,000 is being spent on these materials in 1996.

JRW/klk

c.c. Chris Rendell, Intermediate Buyer, Purchasing

2(6)(iii)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 28
File No. TEC-229-96 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: City of Hamilton Snow Route Map.

RECOMMENDATION:

a) That the following streets or sections of streets be designated as Snow Emergency Routes and added to the snow route system:

- Longwood Road from Franklin Avenue to Macklin Street,
- Anchor Road from Stone Church Road East to Harlowe Road,
- Bigwin Road from Pritchard Road to Anchor Road,
- Harlowe Road from Pritchard Road to Anchor Road; and,

b) That the City of Hamilton Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

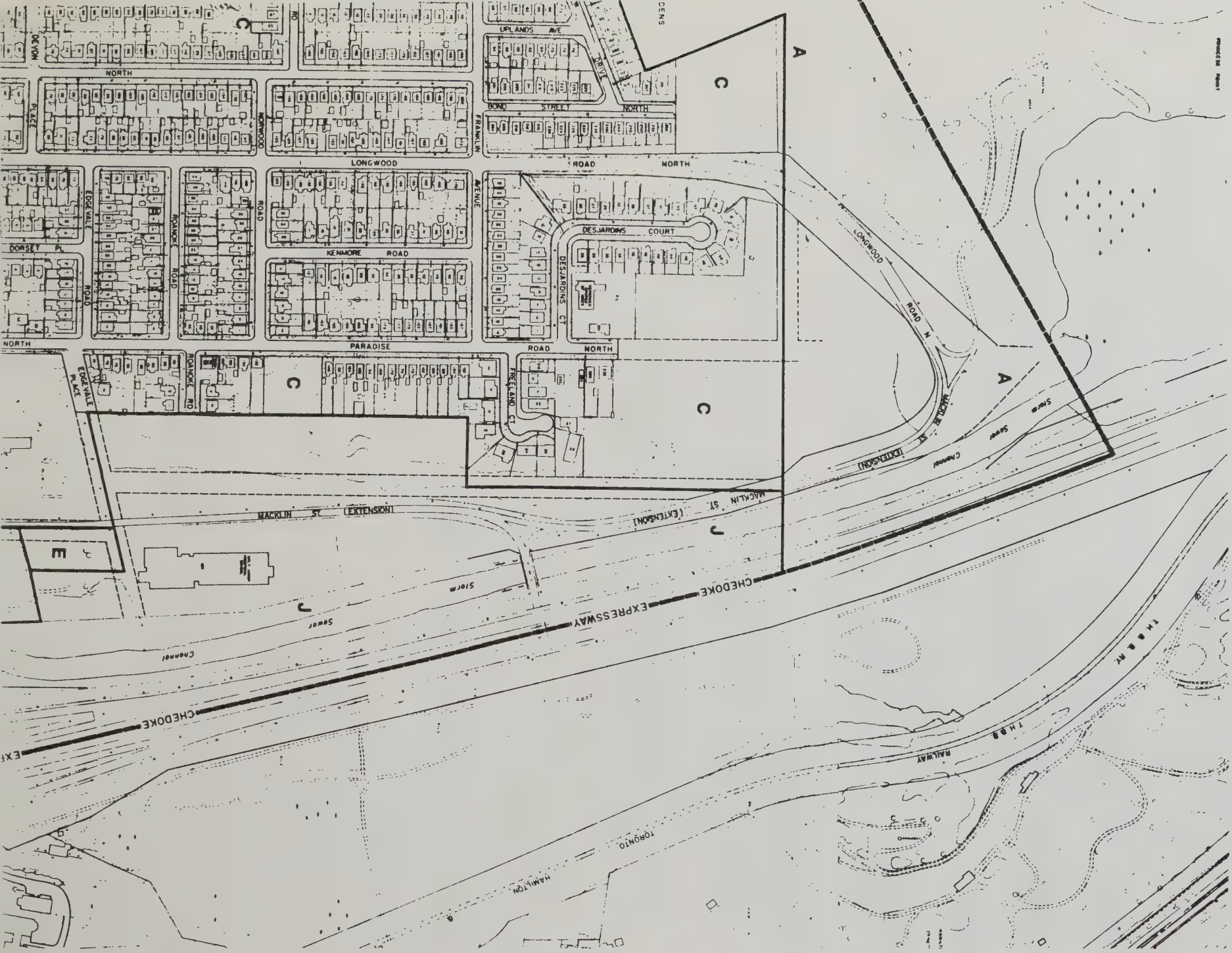
Sufficient funds are available to cover the cost of the manufacture, erecting and maintaining the required signs.

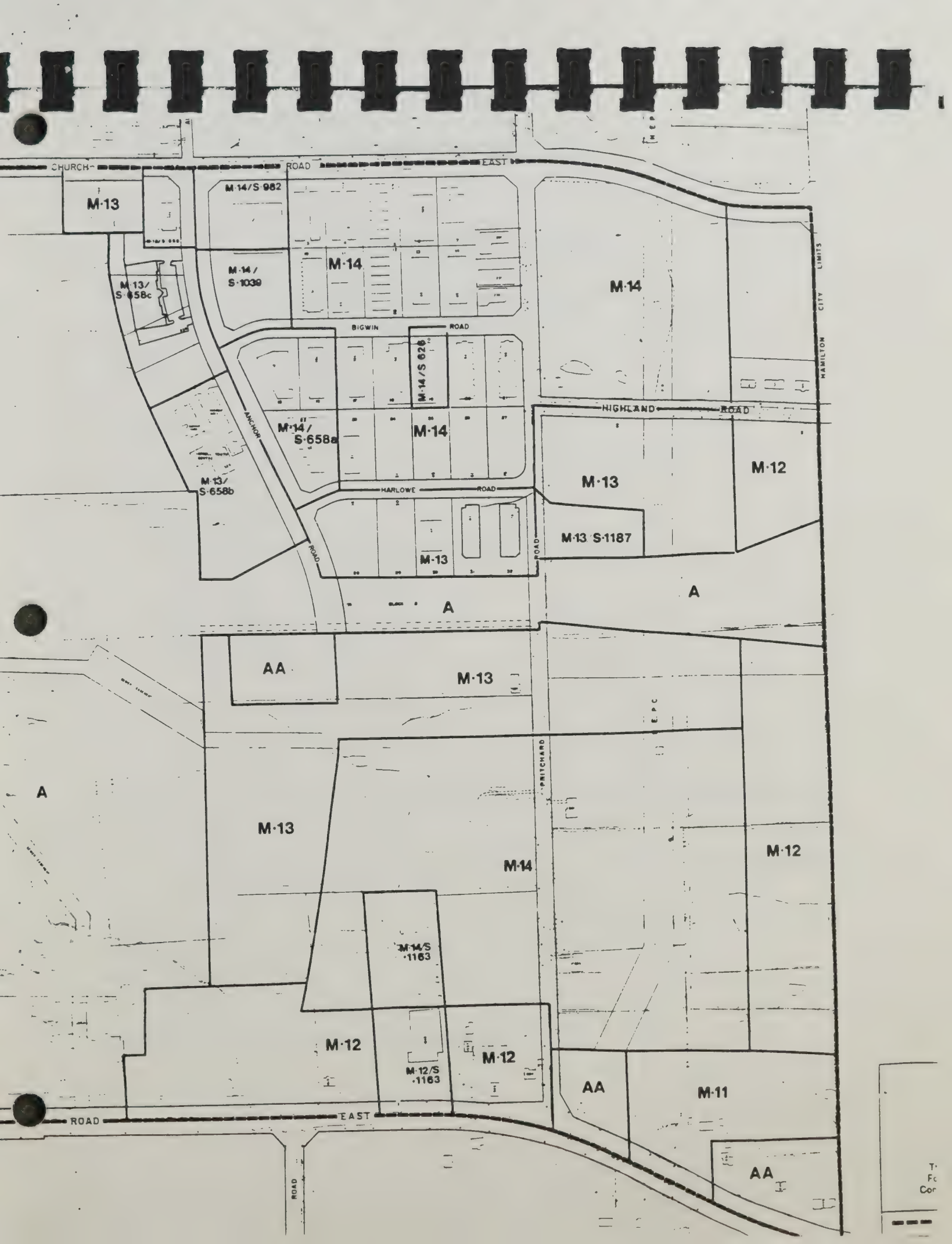
BACKGROUND:

Staff is in the process of preparing the 1996-97 City of Hamilton Snow Route Map. The Hamilton Street Railway has reviewed the existing snow route map, and has identified the aforementioned streets as H.S.R. Bus Routes.

The snow route designation prohibits the parking of vehicles during snow emergencies declared by the Chief of Police in order to facilitate snow clearing for the movement of traffic, including buses. In view of the status of these streets as bus routes, it would be appropriate to include these streets in the snow routes system.

cvb/MBH/pdb


NORTH
UPLANDS AVE
DRIVE
BOND STREET NORTH
FRANKLIN
LONGWOOD ROAD NORTH
AVENUE
DESJARDINS COURT
DESJARDINS CT.
LONGWOOD ROAD N
EDGEVALE ROAD
DORSET PL.
ROXANNE ROAD
KENMORE ROAD
PARADISE ROAD NORTH
EDGEVALE PLACE
FREELAND CT.
MACKLIN ST. (EXTENSION)
CHEDOKE EXPRESSWAY
RAILWAY
TORONTO
HAMILTON
A
B
C
E
J


CHURCH
ROAD
EAST
M·13
M·14/S·982
M·14
M·14/
S·1039
M·13/
S·658c
BIGWIN
ROAD
M·14/S·626
M·14
M·14/
S·658a
M·14
HIGHLAND
ROAD
M·13/
S·658b
ANCHOR
HARLOWE
ROAD
M·13
M·13 S·1187
M·12
ROAD
A
A
AA
M·13
E.P.C.
PRITCHARD
A
M·13
M·14
M·12
M·14/S
·1163
M·12
M·12
M·12/S
·1163
AA
M·11
ROAD
EAST
ROAD
AA
HAMILTON CITY LIMITS

2(B)(iv)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 24
S719-77, S718-82, S707-58 G. McGuire

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT:

To incorporate certain City land into various streets by By-Laws. (R-96-54)

RECOMMENDATION:

a) That the following City land be incorporated into the following streets:

Jeremy Street	Parcel A	Registered Plan 1053
Supreme Drive	Block 38	Plan 62M-715
Fano Drive	Block 30	Plan 62M-752
Gagliano Drive	Block 32	Plan 62M-622
	Block 36	Plan 62M-781
Eaglewood Drive	Block 21	Plan 62M-643
	Block 31	Plan 62M-622
	Parts 1,3,4,7,8,11,12	Plan 62R-9927

b) That the By-Laws to carry out the incorporation of the said land into the foregoing streets be enacted by Council.

c) That the Commissioner of Transportation be authorized and directed to register the By-Laws.

E. M. Gill, P. Eng.
Senior Director
Roads Division

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

(cont'd pg 2)

BACKGROUND:

To complete conditions of severance and to complete final street widths, it is necessary to incorporate City land into the road allowance as indicated below. These by-laws have been prepared in a form that is satisfactory to the City Solicitor.

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Jeremy Street	Parcel A, Registered Plan 1053	N/A	To facilitate legal access to San Lorenzo Heights, Phase #1	S719-77
Supreme Drive	Block 38, 62M-715	N/A	To facilitate legal access to Rymal Square Estates, Phase #6	S718-82
Fano Drive	Block 30, 62M-752	N/A	To facilitate legal access to Rymal Square Estates, Phase #6	S718-82
Gagliano Drive	Block 32, 62M-622 and Block 36, 62M-781	N/A	To facilitate legal access to Gagliano Gardens	S707-58
Eaglewood Drive	Block 21, 62M-643 and Block 31, 62M-622 and Parts 1, 3, 4, 7, 8, 11 and 12, 62R-9927	N/A	To facilitate legal access to Gagliano Gardens and develop road to proper width	S707-58

KinGM.
cb:GM/KML
encls.

cc/H. Groen, Transportation Department
cc/F. Angelici, Planning Department
cc/M. Watson, Property Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 96-

TO INCORPORATE CITY LAND
DESIGNATED AS PARCEL A, REGISTERED PLAN 1053
INTO JEREMY STREET

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Jeremy Street within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Jeremy Street.

   All of Parcel A, on Registered Plan 1053.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1996

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 96-

TO INCORPORATE CITY LAND
DESIGNATED AS BLOCK 38, ON PLAN 62M-715
ON SUPREME DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Supreme Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Supreme Drive.

   All of Block 38, on Plan 62M-715.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1996

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 96-

TO INCORPORATE CITY LAND
DESIGNATED AS BLOCK 30, ON PLAN 62M-752
INTO FANO DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Fano Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway, to form part of Fano Drive.

   All of Block 30, on Plan 62M-752.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1996

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 96-

TO INCORPORATE CITY LAND
DESIGNATED AS BLOCK 32, ON PLAN 62M-622 & BLOCK 36, ON PLAN 62M-781
INTO GAGLIANO DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Gagliano Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Gagliano Drive.

   All of Block 32, on Plan 62M-622 and all of Block 36, on Plan 62M-781.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1996

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 96-

TO INCORPORATE CITY LAND
DESIGNATED AS BLOCK 21, ON PLAN 62M-643, BLOCK 31, ON PLAN 62M-622 &
PARTS 1, 3, 4, 7, 8, 11 AND 12, ON PLAN 62R-9927
INTO EAGLEWOOD DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Eaglewood Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Eaglewood Drive.

   All of Block 21, on Plan 62M-643, and all of Block 31, on Plan 62M-622, and Parts 1, 3, 4, 7, 8, 11 and 12, on Plan 62R-9927.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1996

City Clerk Mayor

2(B)(iv)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 September 26
S719-77, M.P. Sabelli, C.E.T.
S703-93, M.P. Sabelli, C.E.T.

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Commissioner of Public Works and Traffic
Public Works and Traffic Department

SUBJECT: 1996 Servicing Expenditures Related to Subdivisions (R-96-49)

RECOMMENDATION:

a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in:

"SAN LORENZO HEIGHTS - PHASE 2", Hamilton

City's Share, $25,772.00, Owner's Share, $151,588.00

"CLAUDETTE GARDENS - PHASE 8", Hamilton

City's Share, $ - NIL -, Owner's Share, $69,809.08

b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owner's of "San Lorenzo Heights - Phase 2" and "Claudette Gardens - Phase 8", Hamilton as well as any other related documents for these Subdivisions subject to the approval of the City Solicitor.

Cont'd...

c) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement has been registered.

d) In the event that the Owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered, they should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing.

e) That the City's share of services in "San Lorenzo Heights - Phase 2", Hamilton ($25,772.00) be approved and financed from Account Centre No. 00107 - Reserve for Services Through Unsubdivided Lands.

D. Lobo
Commissioner of Public Works and Traffic

for **J.D. Thoms**
Commissioner
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

"SAN LORENZO HEIGHTS - PHASE 2"

The net amount to be financed from all 1996 projects related to subdivision expenditure, including this recommendation is $336,762.07. The 1996 Capital Budget includes a provision of $1,000,000.00 for the City's share of subdivision expenditures in 1996.

Cont'd...

The total estimated cost of the City's share of services to be approved at this time for "San Lorenzo Heights -Phase 2" is $25,772.00.

A portion of the City's share ($15,949.70) is associated with above ground municipal services on Lorenzo Drive adjacent to lands owned by the Board of Education for the City of Hamilton. This portion of the City's share has been calculated in accordance with current cost sharing policies and is fully recoverable.

The remainder of the City's share ($9,822.18) is associated with extra depth asphalt on Lorenzo Drive. This is in accordance with the City's current cost sharing policy for oversizing of roadways, whereby the City pays for the portion of the local roadway which is over and above the standard depth. This portion of the City's share is non-recoverable.

"CLAUDETTE GARDENS - PHASE 8"

There is no City share associated with the cost of installation of City services for this subdivision.

BACKGROUND:

"SAN LORENZO HEIGHTS - PHASE 2"

On 1995 May 30, City Council in adopting Item 6 of the 14th Report of the Planning and Development Committee approved the proposed draft plan of subdivision for "San Lorenzo Heights", under the condition that the Owner, 603976 Ontario Limited (Terra Homes) enter into a subdivision agreement with the City of Hamilton. "San Lorenzo Heights - Phase 2" is the final phase of the original approved draft plan.

The Owners wish to proceed with the development of "San Lorenzo Heights - Phase 2" at this time which will result in the creation of twenty-four (24) lots for single family homes.

Cont'd...

An estimate of the costs have been calculated in accordance with current City cost sharing policy and there will be a City share as discussed in the Financial section of this report.

The lands of "San Lorenzo Heights - Phase 2" are located east of Upper James Street and north of Stone Church Road East, in the Jerome Planning Neighbourhood.

"CLAUDETTE GARDENS - PHASE 8"

On 1990 October 10, City Council in adopting Item 8 of the 17th Report of the Planning and Development Committee approved the proposed draft plan of subdivision for "Claudette Gardens", under the condition that the Owner, 800064 Ontario Inc. enter into a subdivision agreement with the City of Hamilton. "Claudette Gardens - Phase 8" is a smaller portion of the original approved draft plan.

The Owner wishes to proceed with the development of "Claudette Gardens - Phase 8" at this time which will result in the creation of twenty-one (21) lots for street townhouses, three (3) lots for single family dwellings and four (4) blocks to be developed in conjunction with adjacent lands, previously registered as "Claudette Gardens Phase 4 and Phase 5"

An estimate of costs have been calculated in accordance with current City cost sharing policy and there will be no City share for this development.

The lands of "Claudette Gardens - Phase 8" are located on the west side of Garth Street north of Rymal Road West in the Falkirk East Planning Neighbourhood.

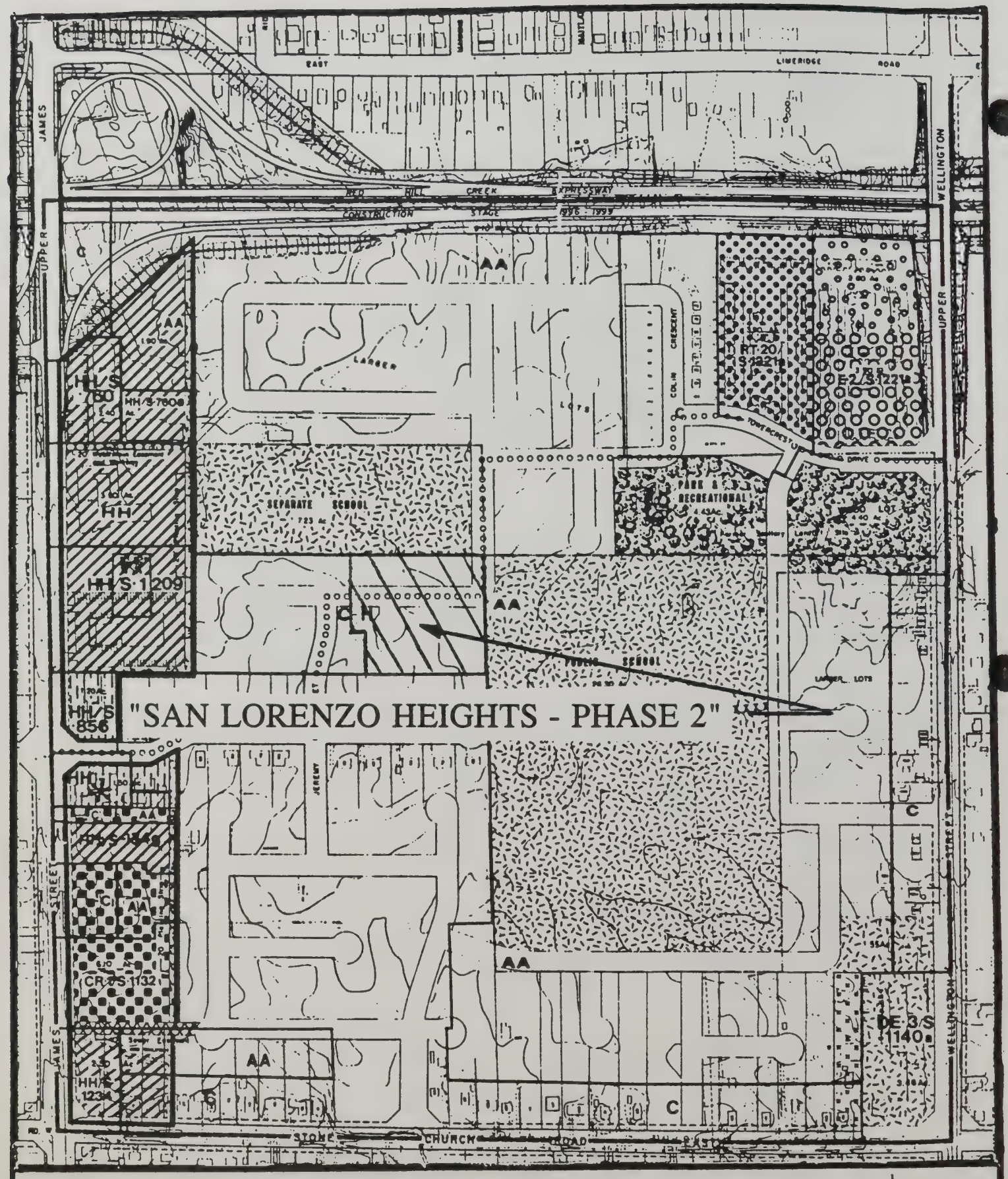
MPS -
(Attach.)

cc: Regional Environment Department Att: J. Thoms
cc: City Treasury Department Att: D. Cobb
cc: Finance and Administration Att: Alderman B. Charters, Chairman
Att: S. Reeder, Secretary

1996 SUBDIVISION EXPENDITURE SUMMARY

Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES 0.3 METRE RESERVE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
CLAUDETTE GARDENS	3 LOTS	COUNCIL	Catch Basins &					
PHASE 8	21 STREET	90 OCT. 10	Connections	$0.00	$0.00			
800064 ONTARIO INC.	TOWNHOUSES	P&D	Curbs & Sidewalks	$0.00	$0.00			
URBEX ENGINEERING LTD.	HAMILTON	17-90	Finished Roads	$0.00	$0.00			
J.P. WOOLEY, O.L.S.		ITEM NO 8	Sewers & Watermains	$0.00	$0.00			
FILE NO. S703-93			Seeding/Sodding	$0.00	$0.00			
M.P. SABELLI, C.E.T.			Street Lighting	$0.00	$0.00			
			Dead End Barricades	$0.00	$0.00			
			Fencing	$0.00	$0.00	$0.00		
			TOTAL	$0.00	$0.00	$0.00	$69,809.08	$69,809.08
SAN LORENZO	24 LOTS	COUNCIL	Catch Basins &					
HEIGHTS - PHASE 2	HAMILTON	95 MAY 30	Connections	$996.91	$0.00	$996.91		
603976 ONTARIO LIMITED		P&D	Curbs & Sidewalks	$4,898.73	$0.00	$4,898.73		
A.J. CLARKE & ASSOCIATES LTD.		14-95	Finished Roads	$8,946.19	$9,822.18	$18,768.37		
B.J. CLARKE, O.L.S.		ITEM NO 6	Sewers & Watermains	$0.00	$0.00	0		
FILE NO S719-77			Seeding/Sodding	$0.00	$0.00	$0.00		
M.P. SABELLI, C.E.T.			Street Lighting	$828.00	$0.00	828		
			Deadend barricade	$279.99	$0.00	$279.99		
			TOTAL	$15,949.82	$9,822.18	$25,772.00	$151,588.00	$177,360.00
TOTALS:				$15,949.82	$9,822.18	$25,772.00	$221,397.08	$247,169.08

* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable

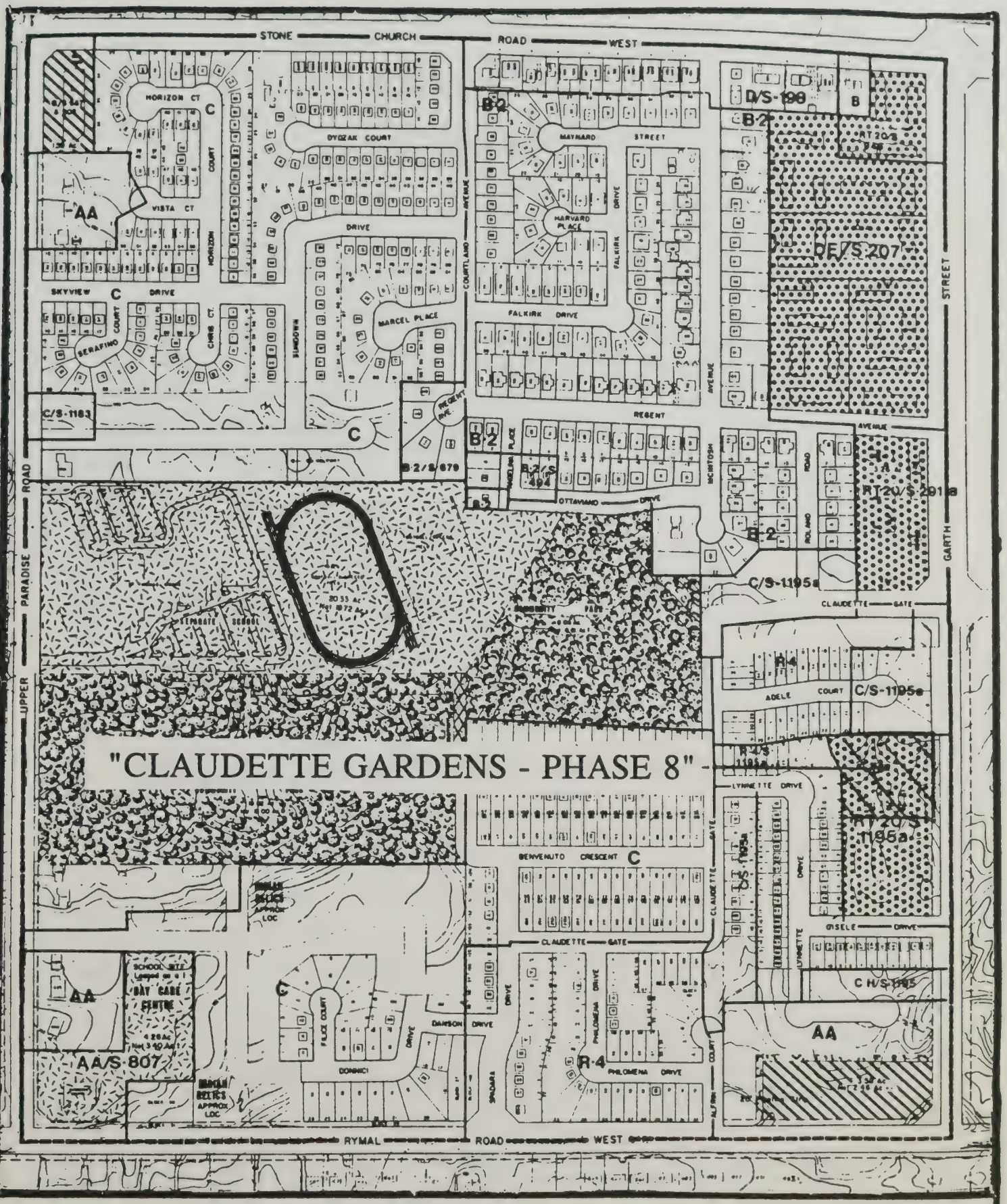


JEROME

KEY PLAN

NTS

APPROVED PLAN



FALKIRK EAST

KEY PLAN

NTS

NORTH

APPROVED PLAN

2(b)(iv)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 30
T103 50 (1197) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Request to Rescind Encroachment Agreement
310 Robert Street (R-96-58)

RECOMMENDATION:

a) That the Council approval of the Encroachment Agreement for a portion of the building and veranda for 310 Robert Street, approved on 1996 March 12 as Item #12 of the 4th Report of the Transport and Environment Committee, be rescinded;

b) That the City Treasurer be authorized and directed to re-imburse the owner of 310 Robert Street $158.

E. M. Gill, P. Eng.
Senior Director
Roads Division

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

cont'd...

Rescind of Encroachment
310 Robert Street

cont'd...

BACKGROUND:

On 1995 December 12 the owner of 310 Robert Street requested permission to enter into an encroachment agreement with the City for a portion of the building and veranda encroaching onto the Robert Street road allowance.

The application received Council approval on 1996 March 12. Prior to agreements being prepared and registered on behalf of the applicant a construction problem next door to the applicant's home undermined the footings at 310 Robert creating a major construction project for the applicant.

This problem caused the home to be relocated back from the property line and subsequently the owner eliminated the veranda from the Robert Street road allowance by providing a side entrance into the dwelling.

Since the encroachments no longer exist this Department recommends that the Council approval of 1996 March 12 be rescinded and that the applicant be re-imbursed the application fee of $158.

JKC:

cc: A. Ross, Treasurer

2(8)(iv)(d

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 29
T103-69 J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Outdoor Patio Cafes
Hess Village - Grey Cup Festival (R-96-56)

RECOMMENDATION:

a) That the application of the Hess Village Merchants Association, representing the owners and operators of, municipal numbers 13, 15, 18, 20, 24, 25 and 33, Hess Street South, to reestablish their Outdoor Patio Cafe Agreements on the weekend of the Grey Cup, 1996 November 21, 22, 23, and 24, be approved, subject to the following conditions;

   i) That the prior approval of the Chief of Police or his designate be received, and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained;

   ii) That all barricading be supplied by and at the expense of the applicant;

   iii) That the applicant provide proof of $5,000,000 public liability insurance and liquor liability naming the Region and the City of Hamilton as an added insured party with a provision for cross liability, and holding the Region and the City of Hamilton harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;

   iv) That the Liquor Licence Board of Ontario issue a temporary extension of liquor licence for the 1996 Grey Cup Downtown Festival, from Thursday 1996 November 21 to Sunday 1996 November 24.

cont'd...

Outdoor Patio Cafes - Hess Village
cont'd...

v) That the applicant adhere to the regulations stipulated by the Liquor Licence Board of Ontario in the provision of alcohol.

vi) That special duty officers as deemed necessary by the Hamilton-Wentworth Regional Police, be provided at the applicant's expense.

b) That the Liquor Licence Board of Ontario be advised that the City of Hamilton has no objection to the issuance of a temporary extension of liquor licence for the 1996 Grey Cup Downtown Festival on the Hess Street, from Thursday 1996 November 21 to Sunday 1996 November 24.

E. M. Gill, P. Eng.
Senior Director
Roads Division

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND:

This Department has received requests for re-establishment of Outdoor Patio Cafes on the Hess Street road allowance over the Grey Cup weekend from 1996 November 21, 22, 23 and 24.

On 1996 July 6 the application of the Grey Cup 1996 Festival Committee obtained Council approval to temporarily close MacNab Street South between King Street and Main Street to have buskers, entertainment, beer tents and the consumption of alcohol on the same weekend. A similar approval was obtained from Regional Council to close King Street West from Bay Street to James Street from 21 November to 23 November. Hess Village Merchants Association wish to link with the festival and participate in the events.

The applicants have year round insurance for their establishments, Regional Police Services have no objection to this application and this Department is also in favour of the request.

JKC:
cc: P.C. D. Schwalm, Special Events Co-ordinator, Regional Police Services
cc: J. Schatz, City Clerk

2(B)(V)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 28

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: Annual Supply and Delivery of Highway Salt and Treated Screened Sand, Public Works & Traffic Department

RECOMMENDATION:

That purchase orders be issued for the supply and delivery of Highway Salt and Treated Screened Sand as and when required during the 1996/97 Winter Season by the Public Works & Traffic Department in accordance with specifications issued by Purchasing and Vendors' tenders and be financed through Stock Materials Account No. CH56197 60999, as follows:

Sifto Salt	Delivered
Highway Salt	$36.65
Purchased before November 30, 1996	$35.00

Terms of Discount: 1%, 15 days; net 30

Washington Sand

Mixture	**Price Per Tonne**
1 to 3½	$11.71
1 to 5	9.65
1 to 10	6.93
Delivery Charge	4.26

SUPPLY AND DELIVERY OF HIGHWAY SALT
FOR THE 1996-1997 WINTER SEASON

Akzo Salt's	price for 1993-94	was $38.20/metric tonne
Canadian Salt's	price for 1995-96	was $38.04/metric tonne
Sifto Salt's	price for 1996-97	is $36.65/metric tonne

SUPPLY AND DELIVERY OF TREATED SCREENED SAND FOR THE 1996-1997 WINTER SEASON

Bidders	Waterford Sand	TCG Materials	Washington Sand	Jeffbrett Ent.
	Price Per Tonne	**Price Per Tonne**	**Price Per Tonne**	**Price Per Tonne**
Mixture				
1 to 3½	$13.99	$14.92	$11.71	$16.02
1 to 5	12.05	11.92	9.65	11.61
1 to 10	9.40	8.92	6.93	7.68
Delivery Charges		3.25	4.26	3.89
Type of Sand	Natural	Natural	Natural	Natural
Location	Thompson Rd. Waterford, ON	375 Hardy Rd. Brantford, ON	R.R. 1 Bright	Glen Morris, ON

Waterford Sand & Gravel Limited - Delivery Charges, based on full tractor trailer loads, applicable taxes extra.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The delivered price for highway salt in 1995 was $35.85 per tonne. This new price of $36.65 represents a 2.2% increase and was negotiated by our Purchasing Division through the City of Hamilton purchasing policy.

In addition a discount of 1% has been negotiated for invoices paid within 15 days. Further, Sifto has offered a seasonal special of a reduced price of $35.00 per tonne for shipments delivered prior to November 30, 1996.

The negotiated 1997 price to use Sifto product remains below those bids previously tendered by alternative suppliers.

BACKGROUND:

Approximately $2,326,255 was spent in the 1995/96 Winter Season for the commodities. See spreadsheet attached for comparison prices.

CFE/jd
attachment

2(c)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 4

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

TRANSPORTATION AND ENVIRONMENT COMMITTEE

Date	From	Subject	Date Distributed
Sept. 24	Commissioner of Public Works & Traffic	Leaf and Yard Waste Outreach Program	1996 September 26
Sept. 24	Commissioner of Public Works & Traffic	Proposed Road Closure: Upper Horning Road	1996 September 25
Oct. 18	Alderman M. Kiss	Henkel Emissions	1996 October 18
Oct. 8	M.O.E.E.	1996 Environment and Energy Conference of Ontario	1996 October 18
October 23	Commissioner of Public Works & Traffic	Public Works and Traffic Department's Quarterly Report as at September 30, 1996	1996 October 24
October 24	Commissioner of Public Works & Traffic	1996 City Construction Program Status and Schedule as of 1996 October 15	1996 October 25
October 18	Regional Clerk's Office	Response to Provincial Proposals to Reform Ministry of Environment and Energy Regulations in Ontario	1996 October 28
October 18	Regional Clerk's Office	Remedial Action Program: Closed Landfill Sites	1996 October 28
October 24	The Parking Authority of the City of Hamilton	Free Parking Programme - Ottawa Street Municipal Carparks	1996 October 29
October 29	Commissioner of Public Works & Traffic	Revised - Public Works and Traffic Department's Quarterly Report as at September 30, 1996	1996 October 29
October 16	Letter from the Ministry of Transportation to the Clerk of the City of Stoney Creek	City of Stoney Creek's objections to the Region of Hamilton-Wentworth's Proposal to expand the Urban Transit Area into Stoney Creek and Stoney Creek's request for permission to establish their own transportation service	1996 October 31

Kevin C. Christenson, Secretary
1996 November 4

2(c)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 4

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT: **Transport and Environment Committee Schedule of Meetings for 1997**

RECOMMENDATION:

That the attached Transport and Environment Committee Schedule of Meetings for 1997, be approved.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

As Canada Day falls on the Tuesday for 1997, it was felt the the Members of City Council would appreciate leaving Monday meeting-free in the event anyone would like an extra long weekend.

The meeting is now scheduled for Wednesday, 1997 July 2nd at 1:30 p.m. as the Planning and Development Committee will be meeting that morning.

KCC/mjw

Attachment

TRANSPORT AND ENVIRONMENT COMMITTEE

SCHEDULE OF MEETINGS FOR 1997

Report titles to be listed in the "S" Drive by 5:00 p.m.	**Deadline for Reports 12:00 noon**	**Agenda Review Meetings 12:00 noon Room 219 unless otherwise stated**	**Committee Meetings 9:30 a.m. Room 233**	**Council Meetings 7:30 p.m. Council Chamber**
January 10	January 10	January 14	January 20	January 28
January 24	January 24	January 28	February 3	February 11
February 21	February 21	February 25	March 3	March 11
April 11	April 11	April 15	April 21	April 29
April 25	April 25	April 29	May 5	May 13
June 6	June 6	June 10	June 16	June 24
***Canada Day** June 20	 June 20	 June 24	**Wednesday July 2nd at** **1:30 p.m.**	 July 8
August 8	August 8	August 12	August 18	August 26
September 12	September 12	September 16	September 22	September 30
September 26	September 26	September 30	October 6	October 14
October 24	October 24	October 28	November 3	November 11
November 21	November 21	November 25	December 1	December 9

***See Background of the Report**

2(c)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 29

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT: **Ontario Good Roads Association**
1997 Annual Conference

RECOMMENDATION:

(a) That the Chairman or his designate be authorized to attend the Ontario Good Roads Association 1997 Annual Conference to take place on 1997 February 23 to February 26 at the Royal York Hotel, Toronto; and,

(b) That costs for attendance be charged to Aldermen Travel Account No. CH55201 10010 in 1997.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Costs to be charged to Aldermen Travel Account No. CH55201 10010

BACKGROUND:

Attached is a schedule of Events and Conference Outline

KCC/mjw

Attachment

c. A. Ross
Treasurer

ONTARIO GOOD ROADS ASSOCIATION

1997 ANNUAL CONFERENCE

OGRA's 1997 program will deal with many transportation issues facing municipalities today. **Hon. Mike Harris**, Premier of Ontario, has been invited to speak on the opening morning of the conference. Conference highlights include

- Keynote Speakers: **Hon. Al Leach**, Minister of Municipal Affairs and Housing, and **George Davies**, Deputy Minister of Transportation (invited).

- Session topics confirmed to date: Update on municipal road standards and performance measures; amalgamation/restructuring of road services; the business of transportation; and implementing the decisions arising from the **Who Does What Sub Panel on Municipal Transportation and Utilities**. Other topics are under development. Input from OGRA membership is welcome.

- Annual meetings of and workshops sponsored by Municipal Engineers Association and Association of Ontario Road Superintendents, plus a workshop sponsored by the Ontario Urban Transit Association.

- Focus meetings on air, rail and marine issues.

- **Trade show** and information centres featuring the most recent technology, services and products.

- **Products and Services Forum** sponsored by OGRA's corporate members.

- Presentation of long service, productivity and educational awards at the **Awards Luncheon** on February 25th.

- **Resolutions** from member municipalities will be debated on February 24th.

- Delegations will have the opportunity to meet with MTO to discuss **highway issues**.

- Opportunities to learn and share your ideas with those with mutual interests and concerns.

February 23-26, 1997 - Royal York Hotel, Toronto

ONTARIO GOOD ROADS ASSOCIATION

1997 ANNUAL CONFERENCE

ACCOMMODATION INSTRUCTIONS AND IMPORTANT INFORMATION

1. Reservations must be received before January 31, 1997. After this date, all conference room blocks will be released, and any requests for room reservations must be negotiated with hotels directly.

2. No telephone reservations will be accepted. Reservations will be processed only if received on the official Housing Bureau form, or a photocopy thereof. One form must be completed for each room requested.

3. Acknowledgements will be mailed or faxed by the Housing Bureau as indicated on the official housing form. Please allow at least 10 days for receipt of this acknowledgement. Hotel confirmations will follow the Housing Bureau acknowledgement.

4. A deposit of $100 per room, **payable to OGRA Housing Bureau**, must accompany each written request. Payments acceptable include personal cheque, bank draft, money order and certified cheque. In lieu of deposit, credit card information is acceptable. Please note that a credit card number will act only as a room guarantee - there will be no charge to the card unless the delegate cancels within 72 hours of arrival.

5. Hotel reservations are made on a first come first served basis. Please mail early.

6. Send only one form if sharing with a colleague. Multiples cause duplication and possible double charging.

7. For your own records, please keep a photocopy of your original housing form.

8. Prior to January 31, 1997, all changes must be made in letter form only. Phone calls will not be accepted. After this date, modifications can be made with the hotel directly.

9. If cancelling, you must notify the Housing Bureau by mail or fax at (416) 203-6735, or phone the hotel directly if you are cancelling after January 31, 1997, to avoid billing. You must cancel 72 hours before expected date of arrival.

10. If requesting reservations after January 31, 1997, you should contact the hotel(s) directly. You may wish to use the services of Accommodation Toronto at 1-800-363-1990 or 416-203-2500, which has information on current room availability in Metro Toronto. Convention rates cannot be guaranteed after January 31st.

... rates over

ONTARIO GOOD ROADS ASSOCIATION

ANNUAL CONFERENCE

FEBRUARY 23rd to 26th, 1997

SCHEDULE OF HOTEL RATES

CROWNE PLAZA 225 Front Street West 416-597-1400 1-800-227-6963	Single Bedroom Double Bedroom	- $122 - $134		
ROYAL YORK HOTEL 100 Front Street West 416-368-2511 1-800-441-1414	Single Bedroom Double Bedroom Junior Suite	- $111 - $125 - $279	Small Suite Medium Suite Large Suite	- $435 - $535 - $685 & up
SHERATON CENTRE 123 Queen Street West 416-361-1000 1-800-325-3535	Single Bedroom Double Bedroom	- $115 - $115		
STRATHCONA HOTEL 60 York Street 416-363-3321 1-800-268-8304	Single Bedroom Double Bedroom	- $ 70 - $ 70		

(Note: All rates are subject to PST and GST, if applicable)

PRIOR TO JANUARY 31, 1997, ALL RESERVATIONS MUST BE MADE USING THE OFFICIAL HOUSING FORM. AFTER THAT DATE, PLEASE CONTACT THE HOTELS DIRECTLY FOR CANCELLATIONS AND CHANGES.

Information over . . . .

ONTARIO GOOD ROADS ASSOCIATION

1997 ANNUAL CONFERENCE

February 23rd to 26th
Royal York Hotel

OFFICIAL HOUSING FORM

To reserve a room, please complete this form and mail with deposit or credit card number to:

OGRA Housing Bureau
P.O. Box 126
Suite 590
207 Queen's Quay West
Toronto, Ontario M5J 1A7

OR
FAX to:
(416) 203-6735

NOTE: One form must be completed for each room requested.

Name of Person requesting room:

_____
Surname Given Name

_____
Name of Municipality/Company/Organization

_____
Street Address or P.O. Box Number

_____
City/Town, etc. Postal Code

( ) ( )
_____ _____
Telephone (include Area Code) Fax

( )
_____ _____
Name of Contact Person Telephone

_____
Arrival Date Departure Date

Room Type:
Single (1 person, 1 bed) _____
Double (2 people, 1 bed) _____
Twin (2 people, 2 beds) _____
Suite (size) _____ 1 or 2 bedrooms _____

Hotel Choice. Please number **3** choices

Royal York Hotel ____ Sheraton Hotel ____
Crowne Plaza ____ Strathcona Hotel ____

Sharing Room With _____

I am enclosing a deposit cheque in the amount of $ _____
Payable to OGRA Housing Bureau ($100 per room minimum)
OR
I am enclosing credit card information

Visa ____ Master Card ____ American Express ____

_____ Expiry Date _____

Signature _____

**** I would like my housing bureau acknowledgement sent to me by fax _____ mail _____ ****

ONTARIO GOOD ROADS ASSOCIATION

ANNUAL CONFERENCE

February 23 to 26, 1997

ROYAL YORK HOTEL, TORONTO

COMPANIONS' PROGRAM HIGHLIGHTS

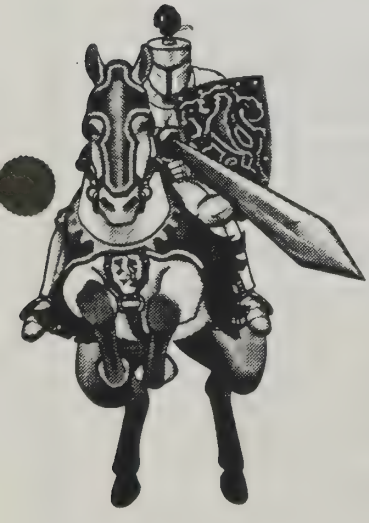
Sunday, February 23rd

OPENING RECEPTION

Come and renew acquaintances and meet new faces.

Monday, February 24th

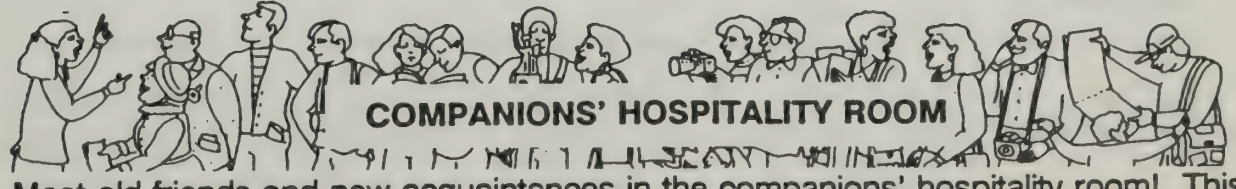
MEDIEVAL TIMES



The year is 1093 A.D., and you are the guests of the royal family. The Lord of the Castle has invited friends, neighbours and foes to a royal tournament. Every detail has been faithfully recreated for your entertainment and delight.

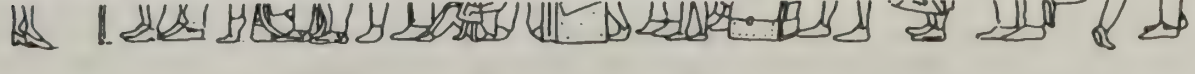
Imagine stepping back in time one thousand years, as you feast on a hearty banquet served medieval style. You'll marvel as spirited stallions perform intricate maneuvers. Gaze in awe as fearless knights on horseback compete in daring tournament games of skill and accuracy. And when challenges are issued on the field of valour, you'll cheer your Knight to victory as he battles for the right to choose his Queen of Love and Beauty.

Tuesday, February 25th



COMPANIONS' HOSPITALITY ROOM

Meet old friends and new acquaintances in the companions' hospitality room! This room is reserved for card games, pin exchanges or a friendly chat.



... over

Tuesday, February 25th

Choose one of the following options (options subject to change):

CBC BUILDING TOURS

CBC building tours are back by popular demand! You will be guided through the radio, TV and news studios. At the end of the tour explore the CBC museum.

Be part of the audience for the taping of *Benmergui Live.* Benmergui poses a question to viewers and the studio audience on a variety of topics ranging from hard news to current events to humour, exploring a different issue each day.



FASHION SHOW

What's hot and what's not? Fashion styles, fabrics and colours are always changing! Look for more specific details in the December Companions' Program Hightlights flyer.

ROYAL ONTARIO MUSEUM TOUR

From suits of armour to Victorian evening gowns, from mighty crest poles to massive dinosaurs, Toronto's Royal Ontario Museum is the largest museum in Canada with exhibits spanning human and natural history throughout the ages and around the world. Entrance to the George R. Gardiner Museum of Ceramic Art is included with this option. It is a specialized ceramic museum housing one of the world's greatest collections of ceramics.

Also offered:

MAKE AND TAKE CRAFT CLASSES

Lewiscraft has been invited to conduct a make and take craft class during the conference. Participants will be required to pay a small additional fee to cover material costs.



EXERCISE CLASSES

Have you ever wondered about water aerobics but were afraid to ask? New this year, a water aerobics class will be offered in the Royal York pool. A low impact aerobics class will also be offered for land lovers.

The registration fee will be approximately $70. Preregistration forms will be mailed in December. Tickets for the awards luncheon and banquet on Tuesday will be available at additional costs.

Plan now to attend the OGRA Conference in February '97

Gloria Daiter
Chair, 1997 Companions' Program Committee

ONTARIO GOOD ROADS ASSOCIATION

530 OTTO ROAD, UNIT 2
MISSISSAUGA, ONTARIO
L5T 2L5
TELEPHONE 905 795 - 2555
FAX 905 795 - 2660

Transportation for Ontario

September 27, 1996

To the OGRA Membership:

As in the past, the Ontario Good Roads Association will recognize employees who have given long years of service in the cause of good roads by presenting to them **Long Service Awards.**

It would be appreciated if you would complete and return the enclosed questionnaire advising us of any employee who is eligible under the conditions noted below to receive an award.

The following are the eligibility requirements:

1. That recipients of long service awards will have served a minimum of 30 years in the road industry employed in the municipal and/or private sectors.

2. That recipients of long service awards will have retired from their employment or will be retiring within one year of the Annual Conference at which the award will be given.

3. That the immediately previous or current employer be a member in good standing of the Ontario Good Roads Association.

The deadline for receipt of nominations is **January 31, 1997**.

Presentation of the awards will be made at a luncheon on Tuesday, February 25, 1997 during the OGRA Annual Conference, and all eligible recipients will be notified directly by OGRA.

Yours truly,

Sheila Richardson
Executive Director

ONTARIO GOOD ROADS ASSOCIATION

1997 LONG SERVICE AWARD

QUESTIONNAIRE

Please print clearly or type all information.

My nomination for an OGRA Long Service Award Certificate is:

Name to appear on Plaque: _____

Date of Retirement: _____

Position Immediately Prior to Retirement: _____

Municipality/Company: _____

Business Address: _____

_____

Postal Code: _____ Bus. Telephone: _____

Home Address of Nominee: _____

_____

Postal Code: _____ Res. Telephone: _____

Total length of service in road industry: _____ years

Personal Background: Please see reverse.

Nominated by: _____
name title

Municipality/Company: _____

Address: _____

_____

Postal Code: _____ Telephone: _____

DEADLINE FOR RECEIPT OF NOMINATIONS: **January 31, 1997**

Return completed questionnaire to:

Ontario Good Roads Association
Unit 2, 530 Otto Road
Mississauga, Ontario L5T 2L5

...over

OGRA LONG SERVICE AWARD

EMPLOYMENT SUMMARY

PLEASE COMPLETE THE FOLLOWING

Name of Nominee: _____

Please complete the following information covering total service in road industry:

Years	Position	Municipality/Company

_____

Personal Background Information:

(Please highlight any significant accomplishments, activities and/or interests.)

_____

_____

_____

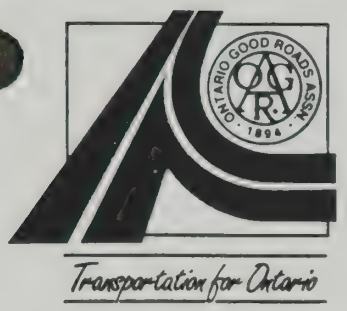
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ONTARIO GOOD ROADS ASSOCIATION

530 OTTO ROAD, UNIT 2
MISSISSAUGA, ONTARIO
L5T 2L5
TELEPHONE 905 795 - 2555
FAX 905 795 - 2660

September 27, 1996

CALL FOR RESOLUTIONS

Municipalities wishing to submit resolutions to be debated at the 1997 Annual Conference are requested to do so **prior to January 1, 1997.**

In drafting resolutions, please keep the following points in mind:

- resolutions should deal with issues that are province-wide, and should **not** address local or parochial issues and problems.
- resolutions should state clearly a desired action and should accurately identify the jurisdiction to which the resolution is directed (e.g. ministry department, OGRA, etc.)
- where possible, a resolution should be accompanied by **supplementary background information** - this is useful to the Resolutions Committee in making its recommendation on the resolution.

Recently OGRA has considered resolutions dealing with **highway transfers, the need for MTO to continue to offer technical advice to municipalities and the need for municipalities to have statutory protection against nuisance and liability claims.**

Notice of the resolutions to be debated at the Conference will be sent to all members of OGRA in January 1997.

Resolutions will be debated at 3:00 p.m. on Monday, February 24, 1997 in the Canadian Room of the Royal York Hotel in Toronto.

* * *

URBAN\MUNICIPAL
CA4 ON HBL A05
C5176
1996

THE URBAN MUNICIPAL COLLECTION
2ND FLOOR
HAMILTON PUBLIC LIBRARY

URBAN MUNICIPAL
DEC 3 1996
GOVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1996 December 2
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS:** (9:30 o'clock a.m.)

   Proposed Alleyway Closure
   Glenfern Avenue to Amelia Street

2. **CONSENT AGENDA**

3. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

   (a) **CITY ENGINEER**

   (i) Proposed Road Closure: Upper Horning Road (copy to follow)

   (ii) Provincial Environmental Services
   Application for a Waste Disposal Site (Processing)
   Certificate of Approval No. A650121
   (Referred back by City Council 1996 November 12)

(iii) I. W. & S. Ferrous Ltd. Application to Amend Provisional Certificate of Approval No. A130119 for a Waste Disposal Site

(Tabled form 1996 Nov. 4 Transport and Environment Committee meeting - As requested by the Committee, Mr. Peter Petranovic of the Toronto office of the M.O.E.E. will be in attendance)

(b) **PUBLIC WORKS DIVISION**

(i) Proposed Agreement for Hot-In-Place Asphalt Recycling Program Expansion

(ii) Revised Sewer Street Tree Policy

(c) **TRAFFIC DIVISION**

School Crossing Guards at Pedestrian Priority Signals

4. **CHIEF ADMINISTRATIVE OFFICER**

Removal and Replacement of a Tree within Mary Street Road Allowance No. 135 Barton Street East

5. **OTHER BUSINESS**

(a) Correspondence - Intersection of Jackson Street West and Pearl Street South

(i) Mr. D. Cuming, 309 Jackson Street West

(ii) Mr. R. Prince, 83 Pearl Street South

6. **ADJOURNMENT**

Transport and Environment Committee
Outstanding Items

No.	Items	Original Date	Action	Status
1.	Easement Agreement Eaglewood Drive/Eleanor Neighbourhood	1995 February 6	Director of Property	Report Back
2.	Transfer of responsibilities from the Region to the City respecting services provided to the City through the Transport and Environment Committee	1996 April 1	Commissioner of Public Works and Traffic	Report Back
3.	Just Desserts - No. 1400 Upper James Street - Outdoor Patio	1996 June 17	Roads Department Staff	Report Back
4.	Installation of Bus Shelters in Gore Park following the installation of the Gore Park Fountain	1996 June 17	Commissioner of Traffic and Environmental Services	Report Back
5.	2:00 a.m. Parking Regulation	1996 August 19	Commissioner of Public Works and Traffic	Report Back
6.	Traffic Regulations - Eastbound Traffic on Bartonville Court be required to stop for northbound and southbound traffic on Garside Avenue South	1996 Nov. 4	Commissioner of Public Works and Traffic	Report Back

Kevin C. Christenson, Secretary
1996 December 2nd

CITY OF HAMILTON

- RECOMMENDATION -

1.

DATE: 1996 November 28
T103-03(300) G. Aston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Proposed Alleyway Closure
Glenfern Avenue to Amelia Street (R-96-25a)

RECOMMENDATION:

That the Committee consider the application to close the alleys as requested in the application, and if deemed appropriate:

PART 1: North/south (assumed) alleyway from Glenfern Avenue to Amelia Street

a) That the applicants register a reference plan under The Registry Act, the said plan be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, to delineate the manner in which the closed portion is to be distributed among the abutting owners, and that the applicants deposit a reproducible copy of said plan with the Regional Surveyor;

b) That the Commissioner of Transportation be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act;

c) That the Director of Property be authorized to proceed with the disposition of the subject lands, save and except a 0.1m reserve along the frontage of Amelia Street, to the abutting owners.

d) That the applicants provide an easement in favour of the Region for the existing 750mm combined sewer in the subject alleyway;

e) That the applicants provide an easement in favour of Bell Canada for an existing plant in the subject alleyway.

f) That the owner of #139 Glenfern Avenue concurrently dedicate to the City a 0.3m reserve along the frontage of Amelia Street from the alley easterly.

Cont'd...2

PART 2: East/west (unassumed) alleyway from the west limit of the north/south alleyway to approximately 41 feet to the east

1 a) That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of The Registry Act, R.S.O. 1980, for an order to stop-up and close the east/west (unassumed) alleyway from the west limit of the north/south alleyway to approximately 41 feet to the east as shown as Part Lots 34 & 35 on Registered Plan No. 275.

b) That the Commissioner of Transportation be directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed.

c) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court.

d) That the applicant register a reference plan under The Registry Act, the said plan be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, to delineate the manner in which the closed portion is to be distributed among the abutting owners, and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor;

e) That the Commissioner of Transportation be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act.

f) That the Director of Property be authorized to proceed with the disposition of the subject lands.

2. Provided the Judge's Order to close the highway is granted:

a) That the City Solicitor be directed to prepare a by-law for the sale of the closed highway.

b) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of the City's intention to pass the by-law.

E. M. Gill, P. Eng.
Senior Director
Roads Division

D. Lobo

Cont'd...3

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND:

An application for the closure of a public assumed alley was received by this Department from the applicants, Ms. M. Botts, Dr. R. Pudritz and Ms. P. Monger, who indicated they wished the alleyway closed in order to consolidate their properties. Residents in the area had been using the private property adjacent to the alley as a route between Glenfern Avenue and Amelia Street.

At the meeting of 24 September 1996 your Committee directed that a notice of the proposed closure be advertised in accordance with the Municipal Act and that staff meet with the affected parties to try to arrive at an acceptable solution to the neighbourhood problem. On 23 October 1996, Messrs. A. Zuidema, R. Meiers, G. Aston met with the applicants and their solicitor, Mr. P. Tice, and with representatives of the residents on Amelia Street, Mr. J. Fyshe and Ms. M. Leckenby. At that meeting, mediated by Mr. Zuidema, substantial progress was made to arrive at an acceptable solution. Because of the complexity of the issues, a final determination was not made. A further meeting was held with the affected parties on 18 November 1996, and it appears that an acceptable solution cannot be made between the parties. The notification of the closure has been advertised and the Committee tabled making a decision at the meeting of November 4, 1996.

The disagreement amongst the neighbours is primarily over the use of private land by neighbours in the area. The City has no by-laws, nor authority to make by-laws, regarding access over private property; the legal remedies, if any, would normally be through the courts.

There appear to be three alternatives open to the Committee at this point:

i) Deny the application. This would leave the situation as is and would leave open the possibility that a new application to close the alley would be brought forward at some time in the future.

ii) Approve the application. Provided there was an easement retained to provide for the maintenance of the existing services in the alley, this would remove the City from this matter amongst the neighbours.

iii) Table the application. This would be similar to the first alternative, but the application would remain active and would continue to consume staff time in what is not primarily a City matter.

On the basis of the technical merits of the application, it would be appropriate to close and sell the alley to the abutting owners. Alternatives would see the City continue to be involved in a historical dispute between neighbours that would more properly be dealt with in the courts.

:ga

c.c. A. Zuidema, Solicitor, Law Department
R. P. Meiers, Operations Engineer, Public Works and Traffic Department
Alderman M. Caplan, Alderman, Ward 1
Alderman M. Kiss, Alderman, Ward 1

3(a)(ii)

CORPORATION OF THE CITY OF HAMILTON

CITY CLERK'S OFFICE

****

TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

YOUR FILE:

FROM: J. J. Schatz
City Clerk

OUR FILE:
PHONE: 546-2727

SUBJECT: **Provincial Environmental Services**
Application for a Waste Disposal Site (Processing)
Certificate of Approval No. A650121

DATE: 1996 November 14

Sub-joined is a copy of Section 38 of the Fifteenth Report of the Transport and Environment Committee for 1996 which was referred back to the Transport and Environment Committee by City Council at its meeting held 1996 November 12.

JJS/mjw

c. Linda Sohal
Legislative Assistant
Regional Clerk's Office
Regional Municipality of Hamilton-Wentworth

"That the West Central Branch of the Ministry of Environment and Energy (MOEE) be advised that the City of Hamilton objects to Provincial Environmental Services receiving a Certificate of Approval for a Waste Disposal Site (Processing) for the site located at No. 97 Frid Street, Hamilton.

NOTE: This issue lost on a tie vote at the Transport and Environment Committee. At the direction of the Committee and in accordance with City Procedural By-law No. 95-167 Section 36 (b), it is presented as a negative recommendation."

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Office of the Clerk

Robert C. Prowse, Clerk
Michael A. Rallo, Deputy Clerk

November 21, 1996

Mr. Carl Slater
Director of West Central Branch
Ministry of the Environment and Energy
P.O. Box 2112
Hamilton, Ontario
L8N 3Z9

Regional Council, at its meeting held on November 21, 1996 adopted Item 12 of the Environmental Services Committee Report 14-96, as follows:

12. Provincial Environmental Services Inc. Application for a Waste Disposal Site (Processing) Certificate of Approval No. A650121 (ENV 96-098)

a) That the West Central Branch of the Ministry of Environment and Energy (MOEE) be advised that the Region of Hamilton-Wentworth has the following concerns to Provincial Environmental Services receiving a Certificate of Approval for a Waste Disposal Site (Processing) for the site located at 97 Frid Street, Hamilton:

i) size of the site
ii) on-site traffic movement
iii) parking and fire concerns
iv) potential of spills relating to the sewer system
v) water, air, ground and noise pollution

b) That a copy of Report ENV 96-098 be forwarded to the MOEE West Central Branch for consideration;

c) That the MOEE be requested to forward a copy of the final Provisional Certificate of Approval for Provincial Environmental Services to the Regional Municipality of Hamilton-Wentworth.

Item 4.1

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Hamilton, Ontario L8N 3V9

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30 Village Centre Place
MISSISSAUGA, Ontario
L4Z 1V9

Telephone: (905) 279 4004
Facsimile: (905) 279 1996

Reply to: HAMILTON

November 8, 1996

Mayor Robert Morrow
City Hall
50 Main Street West
Hamilton, Ontario

Dear Mayor Morrow

Re: Provincial Environmental Services Inc.
97 Frid Street - Application for Waste Disposal Site

I enclose herewith a copy of a brief prepared that provides a rationale for your approval of my client's proposal as detailed.

I hope that you will review same prior to the City Council meeting of November 12th, 1996.

Yours very truly
LEWIS, BROWN, SCARFONE, HAWKINS
Per:

MILTON J. LEWIS, Q.C.

MJL/pf

c.c. The Clerk, City of Hamilton

OFFICE OF THE CITY CLERK
NOV 0 8 1996
REC. BY SGH DATE
REF'D. TO K. C. DATE
REF'D. TO DATE
REF'D. TO DATE
ACTION: F Y A

Provincial Environmental Services Inc.

PROPOSED FACILITY
AT
97 FRID STREET

For: Environmental Services
Committee Members
Hamilton City Council

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i. 22 Years of Experience by Owners

The principals of Provincial Environmental Services Inc. are *Mr. John Daneliuk* and *Mr. Vince Gagich*, both long time residents of Hamilton. They each possess greater than 11 years experience in the waste management industry. Prior to managing Provincial Environmental, John and Vince occupied the positions of *Environmental Affairs Manager and Manager, Technical Department*, respectively, as employees of a major environmental company. *Mike Hagan*, Operations Manager, has had six years experience operating similar facilities. Provincial Environmental Services Inc. currently employees 10 people and operates three trucks.

ii. Over six Years in Business

We have a well-established customer base. We do work for hospitals *(Joseph Brant Hospital and Henderson Hospital)*, school boards *(Hamilton Separate School Board)*, dry cleaners and many other small waste generators, as well as some large companies. We are a financially secure company with a respected reputation in the industry.

iii. Educated locally

John, Mike and Vince went to *McMaster University*, also one of our staff, Jayne Andrew *(Technical Services Department)*, is from *Mohawk College*. We are creating, and will continue to create employment for our local talent.

iv. Responsible

We have a code of practice, where we manage industrial waste by recovery recycling, and reduction. We try to limit the disposal of hazardous waste whenever we can.

We have an unblemished record with the *Ministry of Transportation* and the *Ministry of Environment and Energy*. This shows that we have a solid record of responsible environmental management in the community.

v. Proven Expertise

We do **Emergency Response** for our clients. If they have a spill, we are technically and operationally capable to cleanup the spill. We have even travelled to the east coast to stabilize dangerous materials. We have signed a contract with The Municipality of Metropolitan Toronto for spill response at all water filtration plants. Mike Hagan, Operations Manager, has operated plants for Laidlaw Environmental and Falcon Environmental. Our well-trained team has the necessary experience for the safe operation of our facility on Frid Street.

vi. Longtime Residents

John and Vince both lived, grew up and went to school in Hamilton. Hamilton is our First and best choice for conducting our business.

vii. Provincial Environmental Services Inc.

Provincial Environmental Services Inc. is a waste management company which has been in operation for almost 5 years at 97 Frid Street, Hamilton. Our company provides waste management services to the industrial, commercial and institutional sectors. The services include the transportation of wastes, and the recycling of otherwise hazardous chemicals. Our focus has been to provide our customers with quality service, while maintaining our commitment to environmental issues such as waste recovery, recycling and reduction.

The management of hazardous waste, under the extensive regulations that exist today, is a relatively new industry. During their many years experience in this industry, Provincial Environmental has been at the forefront of servicing the ever-changing needs of industry. We have developed a strong knowledge of all aspects of Waste Management Practices and Environmental Protection Legislation.

The term "Hazardous Waste" presents images of operations that are potentially harmful to the environment. ***In reality, the majority of materials which are to be received are items found in any basement or department store. Paints, oils, cleaners and solvents are examples of the most common types of wastes that will come from our industrial clients.***

There will be NO:	*Radioactive Materials*
	PCB's
	Explosives
	Animal Wastes or Infectious Wastes

Provincial Environmental plans to service, primarily the small waste generators who are typically neglected by the large waste management firms. Small business is an increasing sector in today's economy and Provincial Environmental will provide a comprehensive service to them to make the safe management of their hazardous wastes a low cost and uncomplicated experience.

We are at least 120 metres from the nearest residential neighbourhood, and we are physically segregated by a railway line.

The proposed facility is similar in nature, but much smaller than those facilities currently operated by *Philip Environmental* and comparable to the *Hotz Environmental* facility, all operated within the City of Hamilton.

The facility is designed in compliance with all applicable regulatory agencies including the *Ministry of Environment and Energy, Ministry of Labour, The City of Hamilton Fire Department* and *the Health Department*. The property at 97 Frid Street is located within an area that is zoned for heavy industry (***"K" zoning***). Zoning verification for the proposed facility has been received and is included in *Appendix "A"*.

All wastes will be transferred from this site to licensed recycling or disposal facilities with the emphasis directed at recycling options. This facility will not provide permanent or long-term storage of waste materials. Normal storage will be 30 days or less, up to a maximum of 180 days. The extended storage is, in some cases, necessary to locate viable recycling opportunities.

There will be *No* environmental impact caused by odours from the operation. *No* material will be discharged to the sewer system. Truck traffic in the area ***Will Not*** cause any significant impact as there will only be approximately five trucks from this site on any given day.

The proposed facility will provide safe storage for approximately 280 tonnes of waste materials. Normal daily receiving is estimated at 10 to 20 tonnes with a maximum daily input of 100 tonnes. The design incorporates extensive engineering controls and the latest in safety related technology to ensure environmental and employee security.

Provincial Environmental currently employs ten (10) people, including the principals. When this proposed facility is operating at full capacity, it will provide much needed job creation for 10 to 15 new employees. Positions will range from General Labour to specialized Environmental Technicians.

Plans include the establishment of a laboratory for the monitoring of incoming and outgoing waste materials and for the development of a research department geared to the reuse and recycle of wastes. Provincial Environmental has had discussions with McMaster University concerning a partnership in the area of waste reduction research. Provincial's facility will be a strong addition to Hamilton's reputation as a centre of environmental excellence in Canada. The proposal is the type of new industry recommended for the Hamilton Wentworth Region under Vision 2020 and has the full support of Commissioner Jim Thoms of Regional Environmental Services. *See Appendix B.*

Introduction

We will be servicing the fastest growing sector in the economy, the small waste generators (frequently operating out of their homes). Without this sort of facility, small waste generators are inclined to dump and/or pour their waste liquids into the sewage system or a natural waterway.

i. Liquid Industrial and Hazardous Waste

We will be receiving waste materials primarily in drums. Additionally, some materials may be in pails, bags, totes and some bulk loads. All materials will be coming in secure containers.

ii. Bulking

Most drums will be bulked, but some will be shipped out without being processed. Bulking is the simple operation of opening small containers and combining them into larger ones. The large containers will then be stored in designated areas for off-site shipment. Recyclables can then be repackaged to meet the customer's needs. This bulking operation is needed to promote efficiency and recycling of materials.

iii. Crushing and Shredding

Some of our empty drums will be crushed so that may be recycled as scrap. We will shred products in plastic containers in order to separate the products from the packaging materials so that the plastic can be recycled. The crushing and shredding operation will allow us to recycle materials.

We Intend to Recycle 53% of All Waste Coming Into This Facility

A large majority of the waste is oil that will go to a recycling plant. Paints and solvents will also be shipped to a solvent reclaimer. This will help our environment by keeping these wastes out of landfills. It also reduces costs for our customers.

iv. Inspection

Provincial Environmental and other waste management professionals inspect drums at the customer's site before the materials are shipped to us. This ensures that the containers are safe and properly identified prior to transport. This means that we will not receive any unknown waste that may cause a problem in transport or at our facility. This protocol meets the Provincial Ministry of Environment and Energy also meets Federal Transport Standards.

Waste materials are again inspected at the time of receipt at our facility.

v. Shipment

The materials are checked once again before they are shipped out. We expect to ship out full truck loads of waste whenever possible. We will check the materials to ensure that the containers are secure and meet all government codes and regulations.

This extreme care in trucking of waste ensures safe transportation on the roads.

All waste going into our facility will leave the facility. This will ensure no long term storage of chemicals at our facility.

Frid Street Location

When we acquired our site in 1992, we were satisfied by the City of Hamilton that this phase of our planned growth could occur at 97 Frid Street. It was the key factor in establishing our business in this *K Zone.*

We had to choose a location that would allow this type of facility to be situated. A K Zoned area was required. We have the proper zoning approval for our type of operation at Frid Street and our proposed facility also compiles with the official plan for this area.

i. What is permitted in the Applicable K Zone

The site (approximately 1 acre) is located in a K Zone comprised of approximately 150 acres. This Industrial area is bounded by the Highway 403, Aberdeen Street, TH & B Rail line, Dundurn Street and Main Street. The permitted K zone uses include heavy manufacturing, steel plants, rendering plants, scrap yards and waste management companies. Some of the current uses are as follows:

Figure 1: K Zone Industries Currently Active

Classification	Company	Classification	Company
Asphalt Plant	LaFarge	Manufacturing	Canadian Safe
Auto Repair	Cosimos Garage		Camco
	First Class		Quality Tube
	Performax	Packaging	Hale Packaging
	Russ Holgate	Printing	Seldon Printing
	Southwestern		The Spectator
Construction Yards	Circa Construction	Railway Lines	CN
	Cooper Construction	Steel Manufacturing	Canadian Drawn Steel
Graphic Arts	Corbett Signs		KSI Steel
	Diamond Screen		True Cut
	Digital Arts and Graphics	Textiles	Sopers Engineering
Lubricants	Forsythe Lubrication	Truck Transportation	Cooney Transport
Machine Shop	Roonstar		Victoria Transport
	Steel City Precision	Woodworking	Dessco
Maintenance Yard	Hamilton Board of Education		OZ

The traditional K zone users represent over 95% of the overall area.

ii. Accessibility

We are located right off Highway 403 thereby reducing travel on city streets.

iii. Market

We will service small business which is a large growth area in today's market. Southern Ontario produces 70% of all waste in Ontario. Therefore Hamilton is centrally positioned within southern Ontario and as such is an excellent location from which to service our customers.

iv. Proposed Site

We have been operating on Frid Street for almost 5 years where we have our office and a yard to park our trucks. The only difference between what we are doing now and what we propose to do, is that we will take wastes off our trucks and then will bulk them. This will make transportation more efficient and also allow us to recycle a greater amount of the waste.

Chronological Order of Events

Date	Purpose
May 1992	Purchase building with intent to apply for Hazardous waste facility
February 1993	Obtained Zoning Verification for Proposed Facility
Jun 1994 - Present	Numerous conversations with Ministry of Environment and Energy
May 1996	Meet with Regional Engineering Department
May / June, 1996	Spoke to and met with Ward 1 Aldermen
May 1996	Met Economic Development Director
May 24, 1996	MOEE Notification of local residents and businesses
June 13, 1996	Meeting with Fire Department
On Going	Meet with Various businesses/many occasions
July 26, 1996	Application submitted to MOEE
September 20, 1996	Notification of Public Meeting
September 30, 1996	Public Meeting
	Public Liaison Committee to be established as agreed at the September 30th public meeting
November 1996	Appearance before Hamilton Transport and Environment Committee

Economic Benefits to the Community

1. Recycling of Non-Renewable Resources
2. Property Tax/Business Tax/Revenue
3. Provide Cost Effective Services to Small Business, important as Industry Support Service
4. Construction Jobs for Modifications to Building
5. Development of Recycling Technology for Industry
6. Contribute to Hamilton's Reputation as a Leader in Environmental Industry and Technology
7. Technology and Research Job Creation
8. Create Up to 15 Full-Time Permanent Positions, for Highly Skilled Personnel

Issues

1. *Size of Property*

There is no doubt that our building is large enough to accommodate our proposed operation. This proposal was specifically engineered and designed to operate within the 97 Frid Street location. All chemical storage areas meet Ministry of Environment and Energy Guidelines. The Ministry will review the Application to ensure that the proposed operations are feasible. This is a part of the Ministry of Environment and Energy process.

2. *Contingency Plans / Spills*

A portion of our current business operation is emergency response to chemical spills at our clients' locations. We also provide consulting services to clients in order to direct them in safe storage of their chemical wastes. Through these activities, the staff at Provincial Environmental Services Inc. has been working within all regulatory guidelines concerning chemical storage and handling as well as obtaining valuable experience in the handling and prevention of spills.

The application submitted to the Ministry of the Environment and Energy contains 39 pages of a 227 page document dedicated to emergency response.

Concerns about spills that contaminate the water course are unfounded. The building is designed to meet the MOEE's 1978 Guidelines for Environmental Protection Measures at Chemicals Storage Facilities. All storage areas are bermed to meet the Guidelines ensuring that spills within the building will be contained within the segregation area(s).

Also all means of egress will have a 10 cm step to the outside to provide secondary containment. The loading/offloading area is bermed to contain any material spilled during this operation and will also incorporate a "blind" sump to provide additional containment. Detailed calculations are provided in section C.5 of the application.

Section C.6 of our application provides verification from a professional engineer that all berm calculations are accurate and that the design is in compliance with the MOEE guidelines.

3. ***Fire Safety***

In designing the facility, all applicable sections of the National Fire Code of Canada, 1995 were researched. This facility was designed to be within full compliance.

Upgrades to the existing building include: the construction of fire wall separators as required by the regulations, grounding of all tanks and containers of flammable and combustible liquids, the construction of a segregation area for flammable liquids, the installation of a sprinkler system, the addition of a volatile gas level detection system, and the installation of explosion proof electrical fixtures and wiring.

4. ***Employee Safety***

The submission to the MOEE was accompanied by three additional manuals comprised of The Laboratory Test Methods, Laboratory Pack Protocol and Employee Health and Safety Manual. These manuals contain procedures and policies written

to protect employees during various activities.

Employees will be trained in handling hazardous wastes, First Aid, CPR, use of PPE (Personnal Protective Equipment) including Self Contained Breathing Apparatus and use of Fire Extinguishers. A Comprehensive Preventive Maintenance and Inspection program has been developed and is included in section B.10 of our application. The purpose of this program is to monitor our facility for any developing conditions that could impair worker safety.

5. *Types of Chemicals*

An estimated 75% of all chemicals handled will be paint related material and oils. Virtually all of the types of chemicals we propose to handle at our facility, are commonly stored and/or sold by companies operating presently in our industrial neighbourhood. *See Appendix C - Examples of Hazardous Chemicals found in our Home Similar to Chemicals found in our Facility.* Combustibles and other chemicals move up and down the railway in this neighbourhood.

6. We have the ***Certificate of Zoning Verification and Property Report*** indicating the proposed use is permitted, see Appendix "A". We have met with the City Planning and Development Officials and the proposed use complies with the official plan.

7. ***Truck Turning / On-Site Parking***

An independent urban planner has demonstrated that there is sufficient room on our property to provide on-site parking for our service vehicles and the proposed staff increases as well as enough space for vehicle turning, see Appendix "D" - Site Plan for Car Parking and Truck movements.

8. ***Issue of Aesthetics***

We will provide a renovated front to the building that will be consistent with the neighbourhood.

9. ***Truck Traffic***

The City Traffic Department has reported in Committee that our proposed increase in traffic is "insignificant" and that egress and ingress to our facility is along marked truck routes. Please note that we are not required to exit and cross four lanes of traffic onto Main Street when we leave our facility during heavy traffic times, see Appendix "E" - Truck Access Routes.

Returning to Shop For Highway 403 Brantford Exit at Main Street East to Frid Street

For Highway 403 Burlington exit Main Street West to Main along Main to Dundurn, Dundurn to Chatham, Chatham to Frid, this avoids crossing Main Street from Main Street East exit.

From Shop	To Hamilton, exit Main Street East from Frid, To Toronto/ Brantford, usually early morning, fuel up at Sunoco, Cross Main to Dundurn (little traffic), Rush Hours, Frid to Chatham to King to 403 (east or west).

9. The *"prestige" area* referenced by Alderman Kiss, occupies approximately 4.6 acres. This is only 3% of the total of approximately 150 acres of the area.

APPENDIX A:

Certificate of Zoning Verification
&
Property Report

THE CORPORATION OF THE CITY OF HAMILTON
BUILDING DEPARTMENT, CITY HALL, 3RD FLOOR, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

CERTIFICATE OF ZONING VERIFICATION AND PROPERTY REPORT

****

PROPERTY ADDRESS: 97 Frid Street **Refer to File:**

PROPOSED USE: Warehouse, Waste Chemical Storage and Processing
Hazardous Waste Transfer Facility **Attention Of:** E. Begg
Telephone: (416) 546-2781

****

A. ZONING VERIFICATION

AS OF THIS DATE, Building Department records indicate the property is subject to:

ZONING DISTRICT: K
SECTION 17 **of ZONING BY-LAW** 6593
DISTRICT MAP NUMBER: W 23

THE PROPOSED USE IS: Permitted

Comments: The proposed uses would encompass storage, warehousing and various types of Chemical and Allied Products, all of which are permitted uses in Section 17 (Heavy Industrial) of Zoning By-law 6593.

IMPORTANT:
THIS CERTIFICATE DOES NOT INDICATE THAT AN EXISTING BUILDING OR ITS USE CONFORMS WITH THE REQUIREMENTS OF APPLICABLE BY-LAWS, AND REGULATIONS, NOR THAT A LICENCE WILL BE ISSUED IF REQUIRED, NOR THAT THE ZONING WILL BE CHANGED AFTER THE DATE OF ISSUANCE. (COPIES OF THE CITY BY-LAWS MAY BE OBTAINED FROM THE CITY CLERK)

B. PROPERTY REPORT

AS OF THIS DATE, Building Department records indicate the following:

No outstanding work orders.

NOTE:
THE AFOREMENTIONED INFORMATION PERTAINS TO BUILDING DEPARTMENT FILES ONLY. THIS DOES NOT IMPLY A FIELD INSPECTION HAS BEEN CARRIED OUT. YOU MAY WISH TO CONTACT THE HAMILTON FIRE PREVENTION BUREAU, THE HAMILTON-WENTWORTH REGIONAL HEALTH UNIT OR OTHER REGULATORY AUTHORITIES FOR THEIR REQUIREMENTS.

***** THIS CERTIFICATE IS ISSUED WITHOUT LIABILITY ON THE PART OF THE CITY OF HAMILTON OR ITS OFFICIALS *****

Earl Begg

FOR BUILDING COMMISSIONER

CERT. NO. [ZV 93-R0174A] **DATE ISSUED: 1993 February 5**

MAIL TO: Provincial Environmental Services Inc., P.O. Box 4158 Station D, Hamilton, Ontario. L8V 4L6 Attention: Mr. John Daneliuk

APPENDIX B:

Regional Environment Department Recommendations

DATE: August 30, 1996
SWE308-07P V. Sferrazza

REPORT TO: Chairman and Members
Environmental Services Committee

FROM: J. D. Thoms
Commissioner
Regional Environment Department

SUBJECT: **Provincial Environmental Services Inc. Application for a Waste Disposal Site (Processing) Certificate of Approval No. A650121 (ENV 96-098)**

RECOMMENDATION:

a) **That the West Central Branch of the Ministry of the Environment and Energy (MOEE) be advised that the Region of Hamilton-Wentworth has no objection to Provincial Environmental Services receiving a Certificate of Approval for a Waste Disposal Site (Processing) for the site located at 97 Frid Street, Hamilton, provided that all environmental safeguards normally associated with the proposed activities are implemented to the satisfaction of the MOEE, and that all applicable Regional By-Laws are complied with fully.**

b) **That a copy of Report ENV 96-098 be forwarded to the MOEE West Central Branch for consideration.**

c) **That the MOEE be requested to forward a copy of the final Provisional Certificate of Approval for Provincial Environmental Services to the Regional Municipality of Hamilton-Wentworth.**

J. D. Thoms
Commissioner
Regional Environment Department

P. K. Dunn
Manager - Waste Management

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

SUSTAINABLE COMMUNITY IMPLICATIONS:

(Vision 2020, adopted by Regional Council as their vision for the future of Hamilton-Wentworth, embodies the concept of a sustainable community, which is an equal balance of the economy, the environment, and social/health factors in all regional decision-making.)

The recommendations contained in this report are consistent with Vision 2020, adopted by Regional Council insofar as the recommendations support local businesses who are in the recycling and waste reduction industry. The Region acknowledges and supports Provincial Environmental Services Inc.'s work which minimizes waste generation and maximizes resource conservation corresponding with Vision 2020, and its recommendations to reduce and recycle waste.

Vision 2020 strongly endorses ventures which will improve the Regional economy and generate local full-time employment opportunities in the short and long-term, especially those involved in the environmental industry. Expanding Provincial's current operations will equate to the creation of 15 combined permanent technical, labour and professional jobs.

BACKGROUND:

The West Central Region of the Ministry of the Environment and Energy has received an application from Provincial Environmental Services Inc., requesting a Provisional Certificate of Approval No. A650121 for a Waste Disposal Site (Processing) located at 97 Frid Street, Hamilton. In keeping with the established policy, MOEE officials have requested the Region of Hamilton-Wentworth to comment on the viability of the proposal from a municipal jurisdictional perspective.

Provincial Environmental Services is a waste management company which has been in operation at 97 Frid Street for the past four years. The company provides waste management services to the industrial, commercial and institutional sectors which includes the transportation of waste, and recycling otherwise hazardous chemicals. Presently, the company has no handling or processing capabilities on site and must transport acceptable waste to end users within seven days.

The proponent proposes to use and operate a waste disposal site with a total area of .34 hectares, for the transfer and processing of liquid industrial, hazardous and non-hazardous waste up to 100 tonnes per day. The total amount of waste and processed material stored at the site will not exceed 280 tonnes at anytime. Normal storage will be thirty days or less, up to a maximum of 180 days. The site will be in operation for 365 days a year at 24 hours each day. The capacity to process and store waste on site will create efficiencies through economies of scale and enable Provincial to procure contracts with additional end-users and businesses.

The present use of the site includes a warehouse, an auto repair shop and offices. These operations will be discontinued to accommodate the new use and the renovations to the building. The new operation will not proceed until all permits are received and all renovations completed. The wastes will be bulked in various locations in the plant. For instance, all flammable materials will be bulked in the flammable storage area or the lab pack storage area.

The vast majority of the proposed processing activity at this facility will be bulking and blending of like solid and liquid hazardous and non-hazardous waste materials in order to improve the ease of handling, transportation and ultimate disposal of the wastes that are received. Provincial will also undertake shredding hazardous and non-hazardous waste, consumer products, recyclable materials and empty containers and liners. Any material that would present a noticeable hazard such as compressed gas cylinders, flammable or combustible materials or reactive substances will not shredded. Further processing activities will include the decommissioning of aerosol cans and crushing/compacting empty containers as defined by regulation 347 of the Environmental Protection Act.

All wastes will be transferred from the site in question to licensed recycling or disposal facilities with the emphasis directed at recycle options. The facility will not provide permanent or long-term storage of waste materials.

Processing at the location will be limited to refrigerant collection, aerosol decommissioning, shredding and crushing. There will be NO radioactive materials, PCB's, explosives, animal wastes or infectious wastes received at this facility. All materials will undergo a series of laboratory tests to ensure compatibility and acceptability. Packed asbestos wastes will not be opened at this facility, nor will any wastes that are determined to pose a hazard to the employees or the environment. A rejection procedure for partial and whole loads has been developed and will be applied to each incoming transport of waste (Please see appendix A for a complete list of acceptable wastes).

The waste disposal site will service all municipalities and industries within the Province of Ontario. Provincial Environmental plans to service, primarily, the small quantity generators of waste.

In order to satisfy the Region's regulatory mandate, as well as the MOEE's request for comments, staff from the Regional Environment Department, and pertinent Regional and City of Hamilton Departments, were requested to review the background documentation provided by Provincial Environmental Services Inc. and the MOEE, and subsequently submit any comments or concerns they might have on the proposed facility. Requests for comments were made to Traffic, Fire, Industrial Waste, Field Services, Local Planning, Regional Strategic Planning, Environmental Health Services, Building and Noise Control of Public Works.

Regional Environment staff have discussed the proposed application with the proponent and the MOEE to determine if there are any outstanding Regional concerns which may not have been addressed in their proposal.

It was determined that the proposal would not compromise any Regional solid waste management initiatives, have any impact on the sewer system, or conflict with the Hamilton-Wentworth Official Plan. The proposed site is located in a heavy industrial area, surrounded by industrial operations and separated from residential uses to the east by railway lines and other industrial development. Ultimately, there were no objections expressed by any Regional and City Departments regarding the request for an amendment to the proponents Certificate of Approval.

The facility has been evaluated in terms of potential air quality and odour, water, noise and visual impacts. Impacts resulting from this proposal are minimal. The benefit is quite significant in terms of waste reduction, product recycling, and short and long-term economic spin-offs.

The comments which the MOEE staff receive from the Region are considered in their final evaluation and decision in granting a Provisional Certificate of Approval to the proponent.

VS\

APPENDIX C:

Examples of Hazardous Chemicals Found In Our Home Similar to Chemicals Found In Our Facility

Examples of Hazardous Chemicals found in our Home Similar to Chemicals found in our Facility

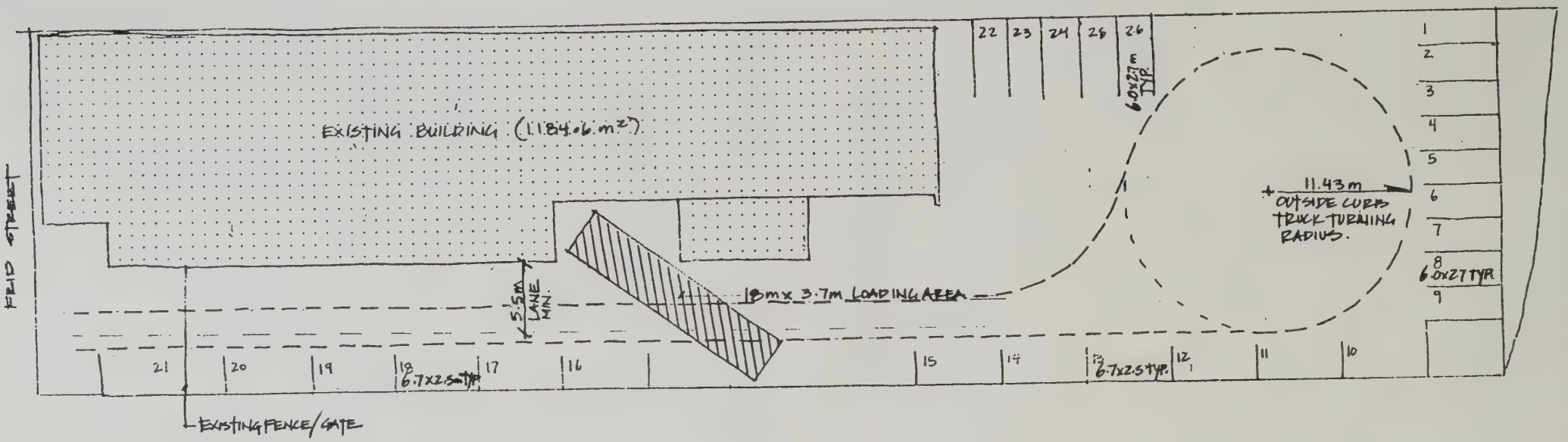
Waste Code	*Description*	*Examples*
111	Spent Pickle Liquor	Battery Acid / Cement Cleaner
112	Acid Solutions, Sludges and Residues containing Heavy Metals	Cleaners
113	Acid Solutions, Sludges and Residues containing Other Metals and Non-Metals	Cleaners / Battery Acid / Cement Cleaner / Drain Cleaner/pH down for Pools
114	Other Inorganic Acid Wastes	Coke-Cola / Descalers for Coffee Makers
122	Alkaline Solutions, Sludges and Residues containing Other Metals and Non-Metals, Not Containing Cyanides	Floor Cleaners / Spic & Span / Oven Cleaners / Drano / Drain Openers / pH up for Pools
123	Alkaline Phosphates	Spic & Span / Metal Treatment for Touch Up for Cars / Laundry Detergents
135	Wastes containing Other Reactive Anines	Javex Bleach/Pool Chlorine
141	Inorganic Wastes from Pigment Manufacturing	Dyes
145	Wastes from the Use of Paints, Pigments and Coatings	Paint Indoor Outdoor (all brands) / Inks
147	Chemical Fertilizer Wastes	CIL Feed Fertilizer / Wilsons Fertilizers / Plant Food
150	Inert Inorganic Wastes	Apartment Building Parking Lot Drains
211	Aromatic Solvents and Residues	CIL Paints / Benjamin MoorePaints / Colour Your World / Paint Cleaners / Contact Cement
212	Aliphatic Solvents and Residues	Rubbing Alcohol / Acetone / Perfumes / Antifreeze
213	Petroleum Distillates	Varsol / Injector Cleaner

Examples of Hazardous Chemicals found in our Home Similar to Chemicals found in our Facility

Waste Code	*Description*	*Examples*
221	Light Fuels	Gasoline from Cars / Diesel Fuel
222	Heavy Fuels	Asphalt
231	Latex Wastes	Paint / Adhesives / CIL Paints / Benjamin Moore Paints
232	Polymeric Resins	Autobody Filler (Bondo)
241	Halogenated Solvents and Residues 24D Pesticide	Poly Stripper / Dry Cleaner Solvent / Solvents/ Degreasers / Freon / Killex
251	Waste Oils, Sludges (Petroleum Based)	Cars
252	Waste Crankcase Oil and Lubricants	Cars / Canadian Tire Oil
253	Emulsified Oils	Drill Bit oil
261	Pharmaceuticals	Most Products from Shoppers Drug Mart / Big V etc. / Cosmetics
262	Detergents	Soaps
264	Photo Processing Wastes	Process Film Chemicals
265	Graphic Arts Waste	Glue / Ink / Etching Solution
266	Phenolic Waste Streams	Chloroseptic Tablets / Creosote/ Crack Sealer
267	Organic Wastes	Vinegar / Boric Acid
268	Amines	Ammonia Solutions / Urea Fertilizer
269	Organic Non Halogenated Pesticide and Herbicide Wastes	Rat Poison
331	Waste Compressed Gasses	Propane / Aerosols

APPENDIX D:

Site Plan For Car Parking
&
Truck Movements



SITE STATISTICS

PARKING REQUIRED 11 BASED ON 1 SPACE PER 115 m2 — PARKING PROVIDED 26

LOADING AREA REQUIRED 18m x 3.7m x 4.3m Ht. — LOADING AREA PROVIDED 18m x 3.7m x

LANE WAY REQUIRED 5.5m — LANE WAY PROVIDED 7.3m

PROVINCIAL ENVIRONMENTAL SERVICES INC.

PARKING LAYOUT PLAN SCALE 1" : 30'

FUNDAMENTAL DESIGN ASSOCIATES INC.
Landscape Architecture Site Planning Urban Desig
11 Hazelton Street Unit 15 L8K 6L7 Hamilton Ontario 578 76

FUNDAMENTAL DESIGN
ASSOCIATES INC
Landscape Architecture · Site Planning · Urban Design

November 8, 1996

Provincial Environmental Services Inc.
97 Frid Street
Hamilton, Ontario
L8P 4M3

Attention: Mr. Michael Hagan B.Sc..
Plant Manager

Re: Site Plan Requirements for 97 Frid St. , Hamilton, Ont.

Dear Mr. Hagan

We have conducted a review of site plan requirements for the above mentioned site with regard to parking requirements, loading area requirements, and access driveways as requested. Please find attached a site drawing showing the proposed parking, loading, lane way and truck turning radius.

Parking

- The warehouse use of the site requires one parking space per 115.0 m2 of floor area. The subject building is 1,185 m2 which will require the establishment of 11 parking spaces.
  As requested, we have shown on the plan the maximum number of spaces the site can accommodate without effecting truck turning radius and the required loading area. You will note that there is the potential to provide 26 parking spaces on site. These spaces would be comprised of (12) parallel parking spaces of 2.5m x 6.7m and (14) parking spaces of 2.7m x 6.0m

Access Drive

- Section 18A (24)b(i) requires an access drive having a width of at least 5.5m. The existing conditions provides for an access drive of 6.0m to 7.3m

Loading Space

- A building with a floor area greater than 900 m2 to 1,850 m2 requires (1) one loading Space at a size of 18.0m x 3.7m x 4.3m ht.
  The subject site can accommodate this requirement as shown on the plan.

11 Harrisford Street Unit 15 Hamilton, Ontario L8K 6L7 (905) 578-7958

Truck Access

- Please note we have shown on the site plan the required truck turning radius for the vehicles currently used. This layout allows for the unobstructed movement of trucks while accommodating the required number of parking spaces.

We trust these investigations satisfy your requirements, and should you require further clarification please don't hesitate to call me directly.

Sincerely yours

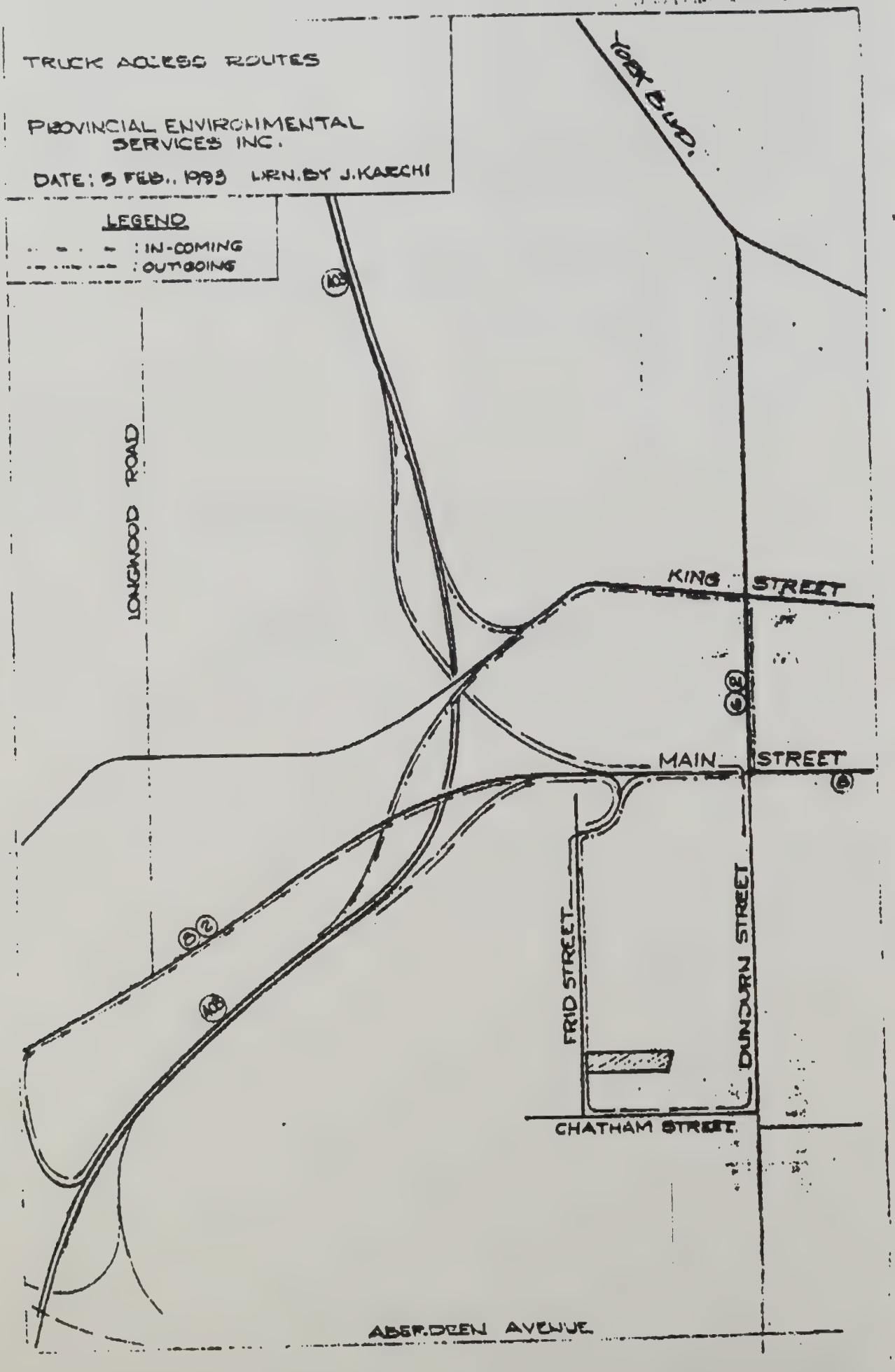
R Peachey

Robert J. Peachey B.L.A. O.A.L.A
Landscape Architect
Fundamental Design Associates Inc.

11 Harrisford Street Unit 15 Hamilton, Ontario L8K 6L7 (905) 578-7958

APPENDIX E:

Truck Access Routes


TRUCK ACCESS ROUTES
PROVINCIAL ENVIRONMENTAL SERVICES INC.
DATE: 5 FEB., 1993 DRN. BY J. KARCHI
LEGEND
: IN-COMING
: OUTGOING
YORK BLVD.
LONGWOOD ROAD
KING STREET
MAIN STREET
FRID STREET
DUNDURN STREET
CHATHAM STREET
ABERDEEN AVENUE

3(a)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 29
SWE308-07-I V. Sferrazza

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Public Works and Traffic Department

SUBJECT: **I.W & S. Ferrous Ltd., Application to Amend Provisional Certificate of Approval No. A130119 for a Waste Disposal Site**

RECOMMENDATION:

a) That the West Central Branch of the Ministry of the Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to I.W. & S. Ferrous Ltd. receiving an amendment to it's Certificate of Approval for a Waste Disposal Site (Processing) for the site located at 670 Strathearne Avenue, Hamilton, provided that all environmental safeguards normally associated with the proposed activities are implemented to the satisfaction of the MOEE, and that all applicable City By-Laws are complied with fully;

b) That a copy of this report be forwarded to the MOEE West Central Branch for consideration;

c) That the MOEE be requested to forward a copy of the final Provisional Certificate of Approval for I.W. & S. Ferrous to the City of Hamilton.

D. Lobo
Commissioner of Public Works and Traffic

J. D. Thoms
Commissioner
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The West Central Region of the Ministry of the Environment and Energy has received an application from I.W. & S. Ferrous Ltd. requesting an amendment to it's Provisional Certificate of Approval No. A130119 for a Waste Disposal Site (Processing) located at 670 Strathearne Avenue, Hamilton. In keeping with the established policy, MOEE officials have requested the City of Hamilton to comment on the viability of the proposal from a municipal jurisdictional perspective.

The application is requesting an amendment to the use and operation of the existing waste disposal site to be used for the processing of non-hazardous waste and other various waste classes. The proponent intends to receive 5500 cubic metres of liquid industrial waste, 400,000 tonnes of non-hazardous solid industrial waste and 2650 tonnes of hazardous waste per year. Hours of operation will be 24 hours per day, 7 days per week.

The processes to be used at this site includes bulking, bailing, grinding, shredding and acid/base neutralization. The site will service a North America wide customer base.

The application seeks to amend specific components of the existing Certificate of Approval. Most importantly, if approved, the application will extend the implementation date for currently approved processes. The current Certificate of Approval requires I.W. & S. to develop the approved processes from the experimental stage to full commercialization within a specified time. The requested amendment will remove the time restriction to recognize the volatility of the resource recovery industry. In addition, the application requests approval to accept different waste types for the approved processes. The new wastes types would be compatible with the current operation, and broaden the scope of the recycling activities. The processes affected by the changes include:

Tin Electrowinning: This process receives waste acids to recover the tin metal. The application requests that the proponent be permitted to receive neutralized acids for the tin recovery operation.

Acid Neutralization: The site is currently licensed to neutralize waste pickle liquors. The application requests permission to receive neutralized acids for the tin recovery operation.

Base Neutralization: As a compliment to the proponent's acid neutralization line, the proponent is requesting approval to receive waste alkaline solutions. These materials will be processed in the currently approved facilities.

A summary of the proposed changes to the Certificate of Approval has been attached.

In order to satisfy the City's regulatory mandate, as well as the MOEE's request for comments, staff from the Regional Environment Department, and pertinent City and other Regional Departments, were requested to review the background documentation provided by I. W. & S. Ferrous Ltd. and the MOEE, and subsequently submit any comments or concerns they might have on the proposed facility. Requests for comments were made to Traffic, Fire, Industrial Waste, Field Services, Local Planning, Regional Strategic Planning,
Environmental Health Services, Building and Noise Control of Public Works.

On behalf of the City, Regional Environment staff discussed the proposed application with the proponent and the MOEE to determine if there are any outstanding City concerns which may not have been addressed in their proposal.

It was determined that the proposal would not compromise any relevant City or Regional waste management initiatives, or conflict with the City of Hamilton Official Plan. The proposed site is located in a heavy industrial area, and is completely isolated from most of the neighbours.

The Region's Industrial Waste Section did have concerns relating to the quantity and quality of the discharges to the regional sanitary sewer system, the potential increased loadings to the sewage treatment plant and exceedances of the Region's Sewer Use by-law. I.W. & S. has confirmed to the Region, both in verbal and written format, that proper abatement measures will be implemented when necessary to ensure that discharges will meet the Region's requirements.

Ultimately, there were no objections expressed by any City and Regional Departments regarding the request for an amendment to the proponents Certificate of Approval.

The facility has been evaluated in terms of potential air quality and odour, water, noise and visual impacts. No negative impacts currently exist or are expected to materialize as a result of the proponents proposed activities. The general benefits to the City and Region are as a whole quite significant in terms of waste reduction, product recycling, and short and long-term economic spin-offs.

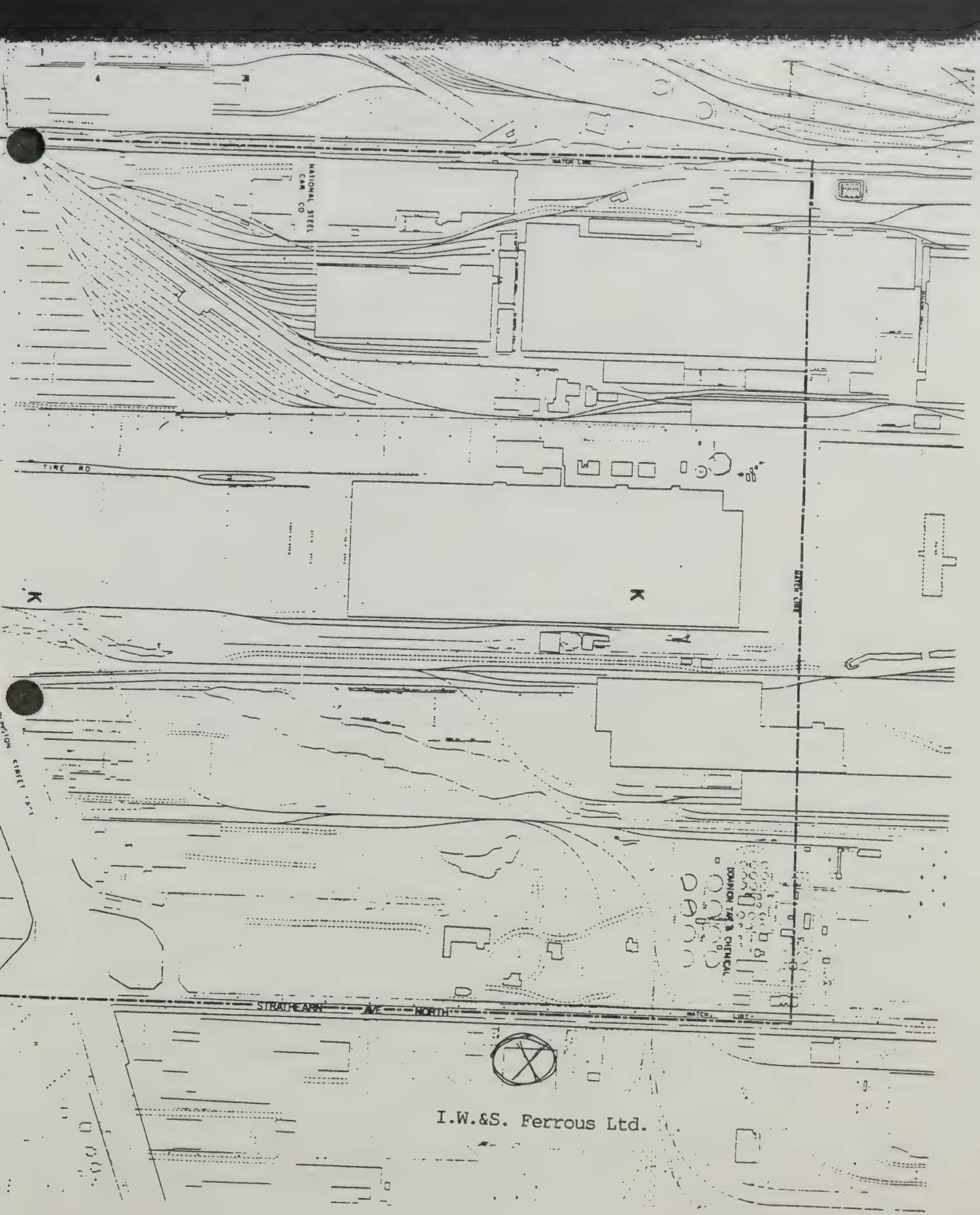
The City acknowledges and supports I. W. & S. Ferrous Ltd. work which will minimize waste generation and maximizes resource conservation. These outcomes correspond with Hamilton-Wentworth's Vision 2020 Sustainable Community Plan, and its recommendations to reduce waste. In addition, expanding the proponent's current operations will equate to the creation of another work-shift of potentially 3 labour jobs.

The comments which the MOEE staff receive from the City are considered in their final evaluation and decision in granting a Provisional Certificate of Approval to the proponent.

VS\
Attach.

SUMMARY OF CHANGES TO CERTIFICATE OF APPROVAL

SCHEDULE	MATERIAL	STATUS	WASTE CLASS	TYPE	YEARLY PRODUCTION	STORAGE		
						BULK	DRUMS	TOTAL
4B	Acidic Tin Solutions	exist	112 131	liquid	1,500,000 L	40,000 L	70,000 L	110,000 L
4C	Acidic Tin & Anodizing Sludges and Solids	exist	112 131	liquid solid	250,000 Kg	nil	40,000 Kg	40,000 Kg
10	Waste Acid Pickle Liquor (process approved, but not established)	not established (5 years)	111	liquid	3,000,000 L	40,000 L	35,000 L.	75,000 L
11	Ferrous Scrap	new (exist)	non-haz	solid	250,000 T	25,000 T	nil	25,000 T
12	Post-Consumer Can Scrap	new (exist)	non-haz	solid	100,000 T	10,000 T	nil	10,000 T
13	Scrap Steel Drums	new (1 year)	non-haz	solid	50,000 T	2,000 T	nil	2,000 T
14	Alkaline Solutions, Sludges and Solids	new (2 years)	121 122	liquid solid	2,000,000 Kg	200,000 L	40,000 L	240,000 L
15	Alkaline Solutions, Sludges and Solids containing Cyanide	new (2 years)	121	liquid solid	1,000,000 L	40,000 L	35,000 L	75,000 L
16	Waste Acid Solutions, Sludges and Solids	new (5 years)	112 113 114	liquid solid	400,000 L	20,000 L	20,000 L	40,000 L



I.W.&S. Ferrous Ltd.

3(b)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 22

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Proposed Agreement for Hot-in-Place Asphalt Recycling Program Expansion**

RECOMMENDATION:

That the Mayor and City Clerk be authorized and directed to execute an agreement in a form satisfactory to the City Solicitor to engage H.I.P. Hot-in-Place Recycling Equipment Inc. of Agincourt, Ontario to supply all necessary labour, materials and equipment to undertake hot-in-place recycling of asphalt paving on City streets with an annual minimum of 300,000 m^2 for three years at a cost of \$3.38/m^2 exclusive of applicable taxes.

< Luff-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The annual estimate of cost based on \$3.38/m^2 and 300,000 m^2 is \$1,014,000 exclusive of taxes. It is proposed to fund the program from the 1997-2006 Capital Budget Reconstruction Program.

The proposed annual list of roads to be rejuvenated will be evenly distributed across the City and derived from input from the Pavement Management System, staff and the Ward Aldermen. The annual list will be submitted to your Committee early in 1997 for approval.

BACKGROUND:

On November 12, 1996, Council in adopting Item 37 of the 15th Report of the Transport and Environment Committee approved the following:

"That the Commissioner of Public Works and Traffic be authorized and directed to negotiate a three year price protected quotation for hot-in-place asphalt recycling on City

of Hamilton streets at a price not to exceed $3.38/m² based on a minimum 300,000 m² per year with H.I.P. Hot-in-Place Recycling Equipment Inc.."

Staff from the Public Works and Traffic, Treasury (Purchasing Division) and Law Departments met with representatives from H.I.P. Hot-in-Place Recycling Equipment Inc. (H.I.P.) and recommend the following be incorporated in the agreement to be prepared by the Law Department:

1. The contract will include a provision for a credit to the City, which can be used for additional hot-in-place recycling by the City, of 1% of the gross dollar value of any H.I.P. contracts the contractor receives from municipalities in the Hamilton vicinity (other than Stoney Creek or the Region, which are already dealing with the contractor) which the City was instrumental in attaining.

2. The City of Hamilton will be recognized as a priority with respect to work scheduling and a completion date of August 31 for the work shall be adhered to each year.

3. The hot-in-place recycling process will be done in accordance with the City of Hamilton 1996 Supplementary Specifications.

RPM/rb

c.c. A. Ross, City Treasurer
c.c. P. Noé Johnson, City Solicitor
Attn: P. Hooker, Law Department
c.c. J. Krochak, Treasury Department
Purchasing Division
c.c. J. Schatz, City Clerk

3(b)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 21

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo, Commissioner
Department of Public Works and Traffic

SUBJECT: **Revised Sewer Street Tree Policy**

RECOMMENDATION:

a) That the "Revised Sewer Street Tree Policy", attached as Appendix A, be adopted and;

b) That the Department of Public Works and Traffic prepare an information package for affected property owners and contractors regarding changes in the "Sewer Street Tree Policy" and;

c) That the attached policy "Revised Sewer Street Tree Policy" be forwarded to the Regional Municipality of Hamilton-Wentworth for their consideration in adopting same.

C. Littlefield for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The City of Hamilton, Sewer Street Tree Policy is administered by the Department of Public Works and Traffic to assist property owners who are experiencing tree root blockage of their private sewer laterals. The program has evolved to provide reimbursement within two distinct categories, those being:

- reimbursing 100% of the invoiced cost for sewer clean out, and
- 50/50 cost share for permanent repairs to the affected sewer laterals, and private property.

Since the inception of the Sewer Street Tree Program costs have continued to escalate as outlined in the following tables:

Annual Costs for Clean Out of Tree Roots from Private Sewer Laterals

Year	Appropriation	Amount Spent	Percent Increase
1991	$60,220	$79,187	30%
1992	$63,210	$92,224	45%
1993	$73,210	$118,397	60%
1994	$73,210	$129,386	75%
1995	$73,210	$163,692	120%
1996	$73,210	$101,621	to date

Annual Costs for 50/50 Cost Share Program

Year	Appropriation	Amount Spent	Balance
1993	$18,350.00	$23,193.18	-($4,843.18)
1994	$18,350.00	$25,043.93	-($6,693.93)
1995	$18,350.00	$25,034.09	-($6,684.09)
1996	$18,350.00	$15,700.50	$2,649.50 to date

It has become clear that the demand on this program will continue to escalate particularly as there is insufficient incentive built into our program for property owners to seek a more permanent solution to their problem. Because the sewer lateral is located on private property, that part of the sewer infrastructure is deemed to be the responsibility of the individual property owner.

The following is a summary of revisions to the current Sewer Street Tree Policy:

- The City will assume 100% of the cost of a clean out but only up to a maximum of $150.00 including taxes, as this is considered an average invoice.

- The City will investigate all sewer clean out invoices to ensure that the correct diameter cutter was used to clean the sewer lateral. For example if a lateral is six (6) inches in diameter, then a six (6) inch diameter cutter should be used to provide a thorough cleaning. If a proper diameter cutter is not used than a letter will be sent out advising that the City of Hamilton will not be obliged to pay any further invoices until the proper format has been followed.

- The City will not pay for videos of sewer laterals, rental invoices, installation of cleanouts, warranties and drain cleaner.

- The City will only reimburse two cleanouts in a twelve month period. Any further clean outs required would indicate that a more permanent solution must be sought by the property owner.

- The City will notify the individual property owner that by accessing the 50/50 Cost Share Program (sewer lateral repair which is capped at a maximum City contribution of $2,000) the City will no longer participate in any further clean outs or construction, as this would be considered a permanent solution.

- Past practice has also been to apply this policy to damaged basements or driveways because of root damage. However, because of the complexities in dealing with this infrastructure and the legalities of private versus municipally owned, these properties will now be dealt with through the claims process. This revision will facilitate a more consistent approach in dealing with damages to private property, through our claims procedures, while allowing the available funding to deal with the primary purpose of the program, that being permanent repairs to the sewer laterals.

- The City will assess the damage to the sewer lateral if it is determined that tree roots are seriously impairing the use of the sewer line making it impossible to clean out. A decision may be made by the Commissioner to remove and replace the offending tree if it is considered necessary in the public interest, thereby providing a permanent solution and removing any liability for future repairs. The potential for tree removal is enhanced when dealing with weed species (prohibited) trees such as Silver Maple, Manitoba Maple, Chinese Elm and Willow.

- As per By-Law 92-155 a City tree means a tree which has more than 50 percent of its trunk diameter measured at diameter breast height on public property.

By adopting the revised Sewer Street Tree Policy the funding required to clean individual sewer laterals will be kept in check. By placing a limit on the amount paid out and the amount of times a lateral may be cleaned in a twelve month period, it is envisioned that more serious consideration would result towards the property owner seeking a permanent solution. The estimated cost savings that are achievable through the revisions to this program are as follows:

Estimated Cost Savings in One Year

1.	*Cost savings from a maximum $150.00 claim.*	*$24,000/year*
2.	*Cost savings from a change to the 50/50 cost share policy.*	*$12,000/year*
3.	**Cost savings from the change in tree ownership as per By-law 92-155 "respecting trees".*	*$ 5,000/year*
4.	***Cost savings from a proper cleaning (6" auger) will result in less repeats.*	*$ 8,000/year*
	TOTAL	*$49,000.00*

*This will be compounded as there are currently people on the program that would now have the tree in front of their property classified as private and the costs for the cleanout will be assumed by the property owner.

**This will be compounded as a thorough cleaning will ultimately result in fewer or no further clean outs of private drains at any given address.

The Department of Public Works and Traffic also administers a 50/50 Cost Share Program dealing with affected property owners who for one reason or another have to effect permanent repairs to their sewer laterals. Past practice has also been to apply this policy to damaged basements or driveways because of root damage. The revised policy will facilitate a more consistent approach in dealing with damages to private property, through our claims procedures.

A letter explaining the "Revised Sewer Street Tree Policy" and claims procedure will be sent to all property owners currently in the program, all sewer contractors and all new property owners applying to the program.

BACKGROUND:

Staff have spent considerable time surveying other Ontario cities about their drain cleaning programs. A recent telephone survey would indicate that even with the proposed changes to our sewer street program, it would still remain very accessible to individual property owners. The following is a short synopsis of other municipal drain cleaning programs involving city trees.

Toronto

- *applications must be submitted within one year, from date of invoice.*
- *covers the cost of one time drain repair (or a maximum three electric "snake" invoices) up to $1,000. including all applicable taxes. The program allows one allocation every three years. Unreleated and secondary work may sometimes be allowed, but must not be related to the original work.*
- *all sewer cleaning invoices involving city owned trees are handled as claims.*

London

- *all sewer laterals on private property are owned by the property owner, and the city will not participate in any cleaning even if a city tree may be involved..*
- *all concerns are handled by the Claims Department.*

Burlington

- *all sewer laterals on private property are owned by the property owner. However, the Region will clean them out for a charge of $97.50 to the property owner.*
- *the Region will clean and repair laterals on municipal property at no cost to the property owner.*
- *Region Works Department handles all claims.*

The number of private properties involved in the Sewer Street Tree Program since its inception in 1986, approximately 8,000, is indicative of the extent of the problem.

If the sewer lateral has broken down because of age, type of material, traffic, ground shifting etc. then tree roots being opportunistic will enter in search of water/nutrients.

Due to recent concerns with the administration of the Sewer Street Tree Program and the escalating costs, staff from the Streets Division, Claims Section and the City Law Department have brought forward this revised policy for consideration. This will in no way serve to eliminate this problem but will ultimately result in a more efficient and corporately responsible manner in dealing with this antiquated infrastructure.

An alternative to adopting the recommended amendments to the Sewer Root Cleaning and Cost Share Program is to recognize the costsharing overdraft position of these accounts and authorize *"that the Commissioner of the Department of Public Works and Traffic continue to fund sewer root clean outs and cost share repairs and prepare an expansion package to adjust the funding allocations, for consideration in the 1997 current budget deliberations."*

CFE/RG/rb
attachment

c.c. J. G. Pavelka, Chief Administrative Officer
c.c. P. Noé Johnson, City Solicitor
c.c. A. Ross, City Treasurer
c.c. C. Firth-Eagland, Manager of Streets & Sanitation
c.c. J. Pook, City Horticulturist
c.c. R. Salayko, Co-ordinator of Claims & Administrative Services
c.c. C. Keenan, Foreman, Forestry
c.c. K. Jones, Foreman, Forestry
c.c. L. Gohier, Environmental Services

SEWER STREET TREE POLICY

SEWER CLEANING

When the City receives complaints from a property owner regarding City tree roots impairing the operation of the property owner's sewer, it will be the property owner's responsibility to contact a sewer contractor to have the sewer cleaned. The sewer contractor will advise the property owner and the City by way of a signed invoice indicating the exact cause of the blockage.

BLOCKAGE BY TREE ROOTS

If it is determined that the sewer blockage was caused by the roots of a City tree located on City road allowance, the City will assume 100% of the cost of the clean out, up to a maximum of $150.00 including applicable taxes.

BLOCKAGE OTHER THAN TREE ROOTS

If it is determined that the blockage was not caused by the roots of a City tree, the total cost for the clean out will be assumed by the property owner.

THOROUGH CLEANING

Upon receipt of the property owner's first invoice for consideration of payment, staff will investigate the property owner's claim. For example, if it is determined that the sewer lateral is a diameter of six (6) inches and a smaller diameter cutter was used to clear the property owner's sewer line, the City will respond with a letter advising the property owner that a thorough cleaning with a six (6) inch cutter must be completed and that if a proper cleaning is not completed, the City of Hamilton will not be obliged to pay further clean out invoices or any repair invoices for the property owner's sewer line where the above format has not been followed.

ITEMS NOT REIMBURSED BY CITY OF HAMILTON

The City of Hamilton will not reimburse the cost of the following: videos of the sewer, rental invoices, installation of cleanouts, warranties and purchase of drain cleaner.

CLEANING PERIOD PERMANENT SOLUTION

If a sewer is cleaned out twice in a twelve (12) month period, as a result of City tree roots impairing the operation of the property owner's sewer, the Commissioner of the Department of Public Works and Traffic upon notification will discuss options with the property owner that would constitute a permanent solution.

50/50 COST SHARE SEWER LATERAL

A 50/50 cost share reconstruction of that portion of the sewer line affected by tree roots would be considered a permanent solution, up to a maximum City contribution of $2,000. The replacement sewer line must meet Region of Hamilton-Wentworth specifications and a permit must be obtained prior to construction.

PROPERTY DAMAGE	Property damage as a result of tree roots other than sewer lateral damage shall be dealt with through the claims process.
TREE REMOVAL	As per By-Law 92-155 Subsection 5.(1) the Commissioner may authorize the removal of any public tree when it is considered necessary in the public interest. If it is determined that for one reason or another tree roots may be seriously impairing the use of the sewer line making it impossible to clean out or causing other property damage then the Commissioner will discuss options with the property owner to remove the offending tree thereby providing a permanent solution and removing any liability for future repairs from the City of Hamilton.
BLOCKAGE ON ROAD ALLOWANCE	If there is a blockage caused by settlement or a collapsed or broken sewer line, the property owner should contact the Region of Hamilton-Wentworth for information on the Region's Sewer Program.
PUBLIC TREE	As per By-Law 92.155 a City tree (public tree) means a tree which has more than 50 percent of its trunk diameter measured at diameter breast height on public property.

NOTE: Shadow indicates revised version of policy.

3(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 6
File No. TEC-256-96 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: School Crossing Guards at Pedestrian Priority Signals

RECOMMENDATION:

(a) That the School Crossing Guards at the intersections of Churchill Avenue and Upper James Street, Wentworth Street North and Munroe Street and Mohawk Road East and Terrace Drive be retained on a permanent basis; and,

(b) That the School Crossing Guard at the intersection of Fennell Avenue East and High Street be removed at the end of the 1995/1996 school year.

L. Lutt-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the Departmental operating budget to cover the cost of retaining the three guards permanently. Removing the guard from Fennell and High would result in an annual savings of approximately $6000. plus administrative costs.

BACKGROUND:

Pedestrian Priority Signals were installed at the intersections of Churchill Avenue and Upper James Street, Wentworth Street North and Munroe Street, Mohawk Road East and Terrace Drive and Fennell Avenue East and High Street during the summer of this year as part of the Region's 1996 Traffic Signal Program. Each of these locations have had School Crossing Guards on duty during school times for many years, prior to the installation of the Pedestrian Priority Signals.

Current City Council policy requires that the School Crossing Guards be removed after an appropriate period, not to exceed one month, during which the children are educated on how to cross with the signals.

Until this year the Council policy of removing the crossing guard after an educational period was followed at all Pedestrian Priority Signal locations. Observations and feedback from the public and by staff have been positive. Pedestrian and vehicular behaviour has adapted to these new devices such that the objectives of these Pedestrian Priority Signals have been obtained which is to provide 24 hour crossing assistance to all pedestrians, rather than just school aged children during school hours.

School crossing Guards were present at four of the eleven Pedestrian Priority Signals installed in 1996. Staff have conducted extensive studies at these locations, in preparation for removing the guards. Observations have shown that driver behaviour at several of the locations, while not dissimilar to behaviour at other signals, including full signals, in Hamilton, is not quite as good as at the previously installed Pedestrian Priority Signals. This may be temporary, part of the learning experience for drivers who are using the signals for the first time. However, concerns have been voiced by parents to both the Ward Aldermen and staff about three of the four locations. Parents have requested that the guards be retained at three locations (Churchill and Upper James, Mohawk and Terrace and Wentworth and Munroe) to provide continued assistance and protection for the children crossing.

The fourth location, Fennell and High, has been observed to be operating in a typical manner. At this time staff have received only one concern from a parent whose child uses this location to cross Fennell Avenue.

In view of the above, staff recommend that exemptions be made to the current policy of removing the School Crossing Guards at Pedestrian Priority Signals at the intersections of Churchill and Upper James, Wentworth and Munroe and Mohawk and Terrace and that the guards be retained on a permanent basis. Staff also recommend that the guard be removed at the intersection of Fennell and High over the school Christmas break.

TA/MBH/kg

4.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 21
DA-96-20

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: J. Pavelka, P.Eng.
Chief Administrative Officer

SUBJECT: Removal and Replacement of a Tree within City Road Allowance - 135 Barton Street East

RECOMMENDATION:

That the action of the Chief Administrative Officer directing the removal and replacement of a tree within the Mary Street road allowance be approved subject to the following conditions:

(i) That the City be reimbursed by the Great Atlantic & Pacific Company of Canada Ltd. in the amount of $1,380 for the cost of the removal and replacement of the tree.

J. J. Pavelka

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The City Horticulturist has advised that the cost for the removal and replacement of the tree will be $1,380. The applicant will be required to reimburse the complete cost for this work, consequently there will be no cost to the City of Hamilton.

BACKGROUND:

An application for Site Plan Control for the reconfiguration of an existing commercial building at 135 Barton Street East has been approved subject to, amongst other conditions, the applicant relocating the Mary Street driveway (see attached map marked as APPENDIX "A"). The Site

Plan Control application was to accommodate a second retail store within the existing commercial building. Specifically, the size of the grocery store is being reduced to accommodate a Beer Store. As a result of this, the parking layout is being reconfigured such that there will be a row of parking spaces perpendicular to the building. This requires that the manouvering aisle be shifted away from the building. The Traffic Division has requested that the existing access point onto Mary Street be relocated. This is to provide vehicular access to and from and the site.

The City Horticulturist has advised that there is an existing 20 cm (8") diameter White Ash tree on the road allowance that would have to be removed to allow construction and that the tree is in good condition (see APPENDIX "B"). However, the City Horticulturist further advised that if the driveway cannot be situated in such a way as to not adversely affect the root system of the tree, then in accordance with By-law No. 92-155, City Council approval is required to remove and replace the tree. The applicant has agreed to the total costs associated with this matter. In addition, as a condition of Site Plan Approval, the applicant will be required to provide additional landscaping within the Mary Street road allowance.

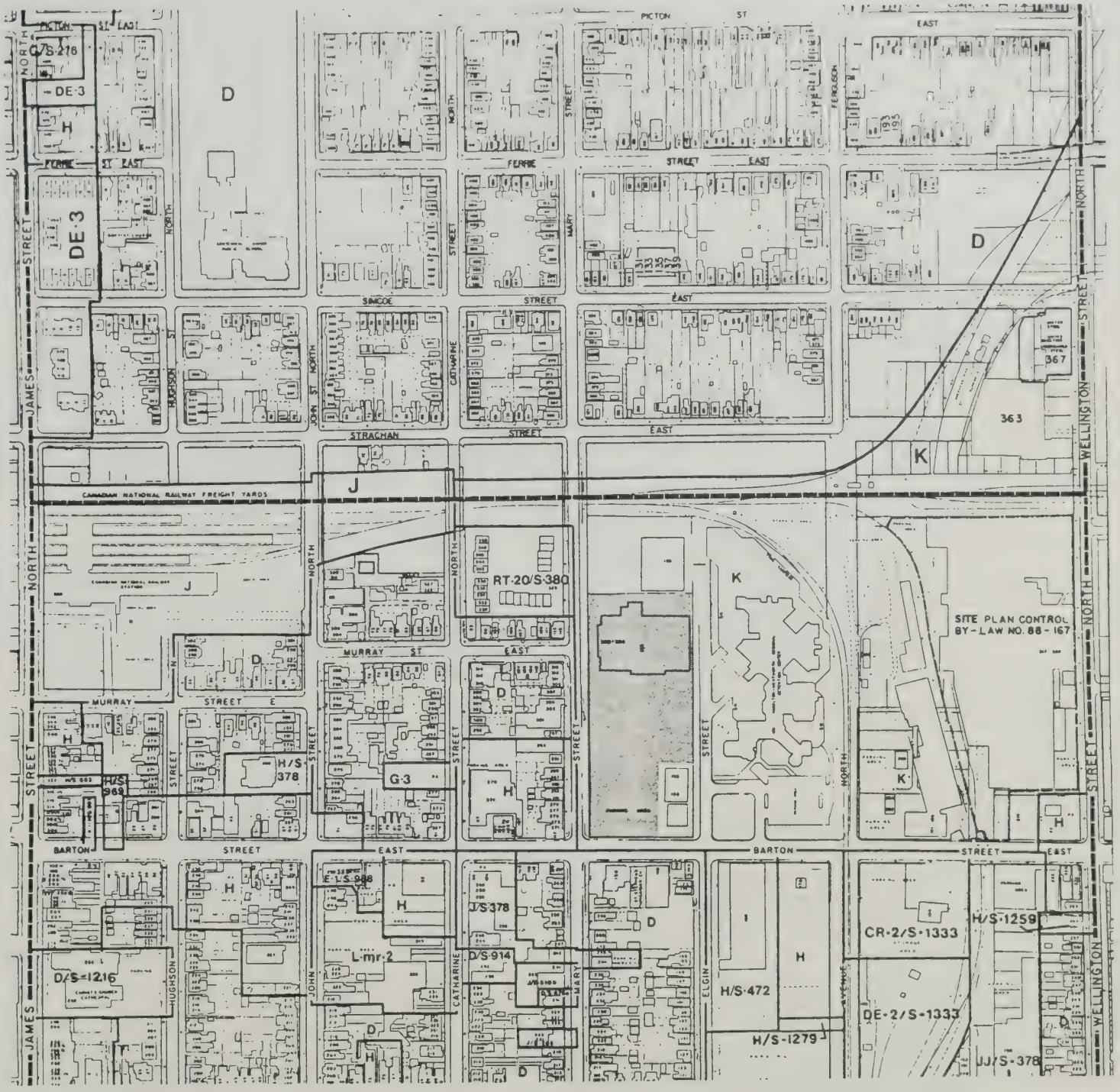
Prior to directing the removal of the tree, a telephone poll was conducted with the members of the Transport and Environment Committee to ensure that the members of the Committee concurred with the CAO's actions. It is noted that immediate action was required as the applicant had indicated that the redevelopment of the site may have been tabled due to delays resulting from the timing and scheduling of the meeting dates of the Committee and Council. Based on this information and input from staff, it was deemed necessary to proceed with the removal and replacement of the tree prior to the next Council meeting which was scheduled for December 10, 1996.

CONCLUSION:

On the basis of the forgoing, the action of the CAO regarding removal and replacement of the existing tree can be supported.

SR/sr
DA-96-20.T&E

NORTH END EAST 106



BEASLEY 10

City of Hamilton

Plan Showing Lands Subject to

Site Plan Control Application DA-96-20

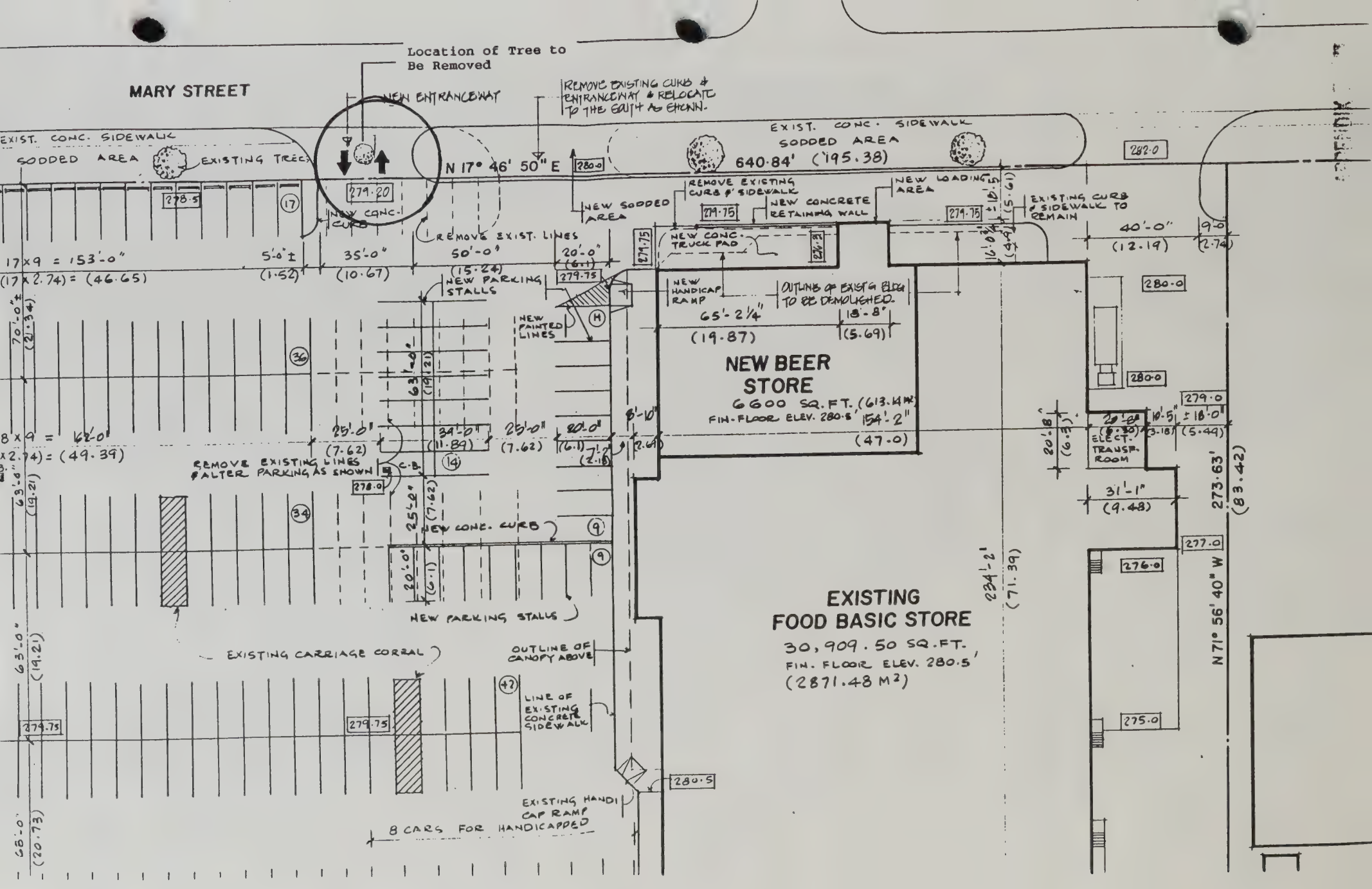
Planning and Development Department

Legend

Site of the Application

North	Scale	Reference File No.
	Not to Scale	DA-96-20
	Date	Drawn By
	AUGUST 1996	R.L.

APPENDIX


Location of Tree to Be Removed
MARY STREET
NEW ENTRANCEWAY
REMOVE EXISTING CURB & ENTRANCEWAY & RELOCATE TO THE SOUTH AS SHOWN.
EXIST. CONC. SIDEWALK
SODDED AREA
EXISTING TREE
N 17° 46' 50" E
640.84' (195.38)
EXIST. CONC. SIDEWALK
SODDED AREA
NEW CONC. CURB
REMOVE EXIST. LINES
NEW SODDED AREA
REMOVE EXISTING CURB & SIDEWALK
NEW CONCRETE RETAINING WALL
NEW LOADING AREA
EXISTING CURB & SIDEWALK TO REMAIN
NEW CONC. TRUCK PAD
NEW PARKING STALLS
NEW HANDICAP RAMP
OUTLINE OF EXIST'G BLDG TO BE DEMOLISHED.
NEW PAINTED LINES
NEW BEER STORE
6600 SQ. FT. (613.14 M²)
FIN. FLOOR ELEV. 280.5
ELECT. TRANSF. ROOM
REMOVE EXISTING LINES & ALTER PARKING AS SHOWN
NEW CONC. CURB
NEW PARKING STALLS
EXISTING CARRIAGE CORRAL
OUTLINE OF CANOPY ABOVE
LINE OF EXISTING CONCRETE SIDEWALK
EXISTING HANDI CAP RAMP
8 CARS FOR HANDICAPPED
EXISTING FOOD BASIC STORE
30,909.50 SQ.FT.
FIN. FLOOR ELEV. 280.5
(2871.48 M²)
234'-2" (71.39)
273.63' (83.42)
N 71° 56' 40" W

309 Jackson Street West, Hamilton, L8P 4T4
Tel: 572-9488 Fax: 572-6804

5(a)(i)

November 5,

To: Alderman Henry Merling
Alderman Marvin Caplan
Alderman Mary Kiss

From: David Cuming

Re: Stop signs at intersection of Jackson Street West and Pearl Street South and traffic accident, November 5, 1996

At 12.38 a.m. this morning, Novemeber 5, I was awakened by a very loud thud, crash and wheel screeching sound outside my house at 309 Jackson Street West. At approximately 1.00 a.m. a police cruiser arrived. I got up to survey the damage. It appears that a vehicle travelling down Jackson Street West braked at the new stop sign at Jackson and Pearl. The braking vehicle fishtailed on the wet road surface and broadsided my neighbour's, (Mr. Ross Prince), vehicle causing extensive damage. The hit-and-run vehicle (not a Blue Line cab by all accounts) then rocketed off to avoid detection. I did not get back to sleep until about 3.00 a.m. Both Mr. Ross Prince and I contacted Alderman Kiss who visited the accident scene at around 9.30 a.m. today.

Needless to say my neighbour and I are particularly upset at this incident. We both wrote to the Transport and Environment Committee expressing our concerns regarding this issue and I personally implored the Transport and Environment Committee not to install a stop sign here as I was of the opinion that it would only create new problems. Mr. Ross Prince has lived here 17 years and I have lived here 10 years and there has been no similar occurrence here at this location at Jackson Street West. Yet in the space of a mere 5 weeks we have an accident resulting from a recent Committee decision. With winter looming can we now expect similar occurrences every month now?

The decision resulted from the Transport and Environment Committee ignoring the advice of their own professional staff, ignoring the advice of long-time residents and more importantly ignoring the opinion of long-time parents. It is readily apparent that the Transport and Environment Committee listened to the emotional, squeaky wheel of those parents who cited potential child deaths if these new stops signs were not installed. You will recall that I indicated that I have experienced the loss of a child and that nothing upsets me more than people raising such experiences that they know nothing of.

Regrettably, it seems that this kind of emotional blackmail is the only thing that gets your attention. I would simply state this: Imagine if the accident had not happened at 12.38 a.m. but 12.38 p.m. and Ross or Doris Prince or I or my wife were taking our respective sons back to school after the lunch break. Imagine us getting into the driver side then sending our kids round to the passenger side of the car that faces the street. How do you think we would feel to see our kids crushed by an out-of-control, fishtailing car trying to make a stop at this intersection. Well, that's part of the reality that we now face.

Your collective decision to install these signs has really caused me justifiable concern about safety at this location. Accordingly, I want to see the recently installed stop signs removed, especially with the prospect of slick, icy, winter road surfaces not far away.

David Cuming

c.c. Mr. K. Christenson ✓
Mr. Chris Van Berkel

5(a)(ii)

83 Pearl Street South, Hamilton ON, L8P- 3W9
905-522-9418 Fax: 572-6804

To: **Alderman Kiss**
Alderman Caplan
Alderman Merling

Re: Vehicular accident at Jackson Street West and Pearl Street South
November 6, 1996

Thanks to the *heroic* and *emotional* efforts of Ms. Kiss and her cohort/constituent Mr. A. Aylward and as a direct result of the installation of the stop signs (to which I was opposed) at the above mentioned intersection, I have just recently sustained damage to my vehicle. Damages are in excess of $ 3000.00. The damage incurred was a result of a collision by an unknown person at 00:28 hrs on November 5th. 1996 who attempted to stop on wet pavement, skidded, collided with my truck and failed to remain. A scenario of which I pointed out would most certainly happen if they were to erect these signs. These signs were installed on the basis of *parental hysteria* and *not* on *sound* or *objective* judgement. Be it known this installation took place against the advisement of the Traffic Department.
I have resided here for almost 20 years and have experienced no problem of this order. A matter of only about five weeks has elapsed since this ill conceived decision was made and my prediction has come to fruition.

I feel that because this decision was made unilaterally and that it was done without the proper advisement of the Departments properly equipped with knowledge to deal with these issues, that Ms. Kiss, The City should be held responsible for the consequences of their directive. They have unwittingly created a *new* and *real* hazard for the environs.
I am now out $200 dollars deductible, will have to arrange for a replacement vehicle in the interim, have lost time at work and am dealing with insurance bureaucrats. I believe that I should be compensated for my deductible and inconvenience and that the signs should be removed forthwith.

The installation of these signs are only a band-aid solution to placate misguided and over exaggerated concerns of a small self interest group and *don't* represent what is appropriate for the situation. This issue is not over! It demands to be researched in a manner more suitable to the interests of *all*.

Lastly, let it be know (and I add this for drama) that the individual who spear-headed this illogical crusade was witnessed to have made a 'rolling stop' through *his* newly erected sign only days after it had been erected!

I will be in contact with my solicitors and under counsel will pursue this matter as they see appropriate.

I await your response.

Ross Prince

Ross Prince.

CC. Mr. Chris Van Berkel
Mr. K. Christenson.

KISS96

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1996 December 2
9:30 o'clock a.m.
Room 233, City Hall

AGENDA

A. ADOPTION OF THE MINUTES

Adoption of the Minutes of the Transport and Environment Committee Meeting held 1996 November 4

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. **Parking Regulations**

(a) No. 75 Tisdale Street South
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(b) East side of Wood Street West, south of Burlington Street
Request to Remove a "Wheelchair Loading Zone"

(c) No. 24 Keith Street
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(d) No. 411 Paling Avenue
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(e) North side of Robert Street, east of James Street North

(f) Ferguson Avenue North between Cannon St. East and Barton St. East

(g) No. 36 Alanson Street
Request to Remove a Reserved "Permit Parking"
Space for a Disabled Resident

(h) No. 32 Tisdale Street North
Amendment of a Residential Boulevard Parking Agreement

(i) No. 346 John Street North
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(j) No. 10 Robins Avenue
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(k) No. 21 Oak Avenue
Request to Remove a "Wheel Chair Loading Zone"

(l) Parking Regulations on Cranbrook Drive
adjacent to R. A. Riddell School

(m) South side of Dalhousie Avenue, west of Ottawa Street North

(n) North side of Hurst Place between Park Street South
and MacNab Street South

(o) Fairleigh Avenue North between King Street East
and Wilson Street

(p) Studholme Road between Aberdeen Avenue and Beddoe Drive

(q) West 34th Street between Scenic Drive and Angela Avenue

(r) Wembley Road between West 5th Street and Upper James Street

(s) East 36th Street

(t) No. 42 Primrose Avenue
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

(u) No. 301 Cumberland Avenue
Request to Remove a Reserved "Permit Parking"
Space for a Disabled Resident

ii. **Intersection Control**

(a) Intersection of Appleblossom Street and Chester Avenue

(b) Intersection of Montclair Avenue and Grosvenor Avenue South

(c) Intersection of Christie Street and Malton Drive - Intersection Control

iii. **Miscellaneous**

(a) Kentley Neighbourhood - Traffic Concerns

(b) Cochrane Road and Montrose Avenue
Assignment of a School Crossing Guard

(c) Appointment of Parking Control Officers

(d) Supply and Delivery of Sign Blanks

(e) Supply and Delivery of Sign Sheeting during 1997
Department of Public Works and Traffic

(f) Upper Ottawa Bus Route - Bus Stop Installations

(g) School Bus Loading Zone on Laurier Avenue
adjacent to Buchanan Park School

(h) Aberdeen Bus Route - Bus Stop Installations and Removals

(i) Terms of Employment - School Crossing Guards

(j) Canadian Corps of Commissionaires
Annual Billing Rates for 1997

iv. **City Engineer**

(a) Encroachment Agreements

(b) 1996 Servicing Expenditures Related to Subdivisions

(c) Closure of a portion of the Jeremy Street Road Allowance

(d) To incorporate certain City land into various streets

v. **Public Works**

(a) Keep Hamilton Clean Committee - Appointment of New Members

(b) Provision of Concrete Cutting Saw Services

(c) Closure of Public Works and Traffic Department - Capital Projects

C. **CITY SOLICITOR**

By-law to Regulate Usage of Hedges, Shrubs and Plant Material on Road Allowances

D. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

2(A)

Monday, 1996 November 4
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Alderman M. Kiss
Alderman B. Morelli
Alderman G. Copps
Alderman C. Collins
Alderman T. Jackson
Alderman F. D'Amico

Absent: Mayor R. M. Morrow, City Business

Also present: Alderman M. Caplan
Alderman B. Charters
Ms. B. Price, Hamilton Safety Council
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. D. Lobo, Commissioner of Public Works and Traffic
Mr. C. Firth-Eagland, Public Works and Traffic Department
Mr. M. Hazell, Public Works and Traffic Department
Mr. R. Meiers, Public Works and Traffic Department
Mr. T. Arnold, Public Works and Traffic Department
Ms. P. Noé-Johnson, City Solicitor
Mr. M. Watson, Property Department
Mr. G. Aston, Roads Department
Mr. V. Terluk, Environment Department
Mr. M. Lewis, Lawyer, Provincial Environmental Services Inc.
Mr. Danako, Provincial Environmental Services Inc.
Mr. M. Hagen, Provincial Environmental Services Inc.
Mr. V. Gagne, Provincial Environmental Services Inc.
Mr. G. Agus, Frid Street
Mr. L. Vanbiesbrook, M.O.E.E.
Mr. J. Leeberman, Plastimet Inc.
Mr. C. Gonsin, Hamilton BIO Conversion Inc.
Mr. C. Hale, Hamilton BIO Conversion Inc.
Mr. J. Ling, I.W.S. Ferrous Ltd.
Mr. K. C. Christenson, Secretary

1. **DELEGATIONS:**

(a) **Proposed Alleyway Closure - No. 139 Glenfern Avenue**

The Committee was in receipt of a report dated 1996 October 29 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Aston informed the Committee that negotiations between area residents respecting this item were ongoing and appeared to be near ratification.

Subsequently, the Committee approved the following recommendation:

That the Committee receive and consider any representations made by the public as a result of the public notification of the proposed alleyway closure between Glenfern Avenue and Amelia Street, and defer making a decision until the next meeting of the Committee.

(b) **Sale By-law for the closed alley parallel to Tisdale Street, between King Street and Main Street**

The Committee was in receipt of a report dated 1996 October 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

As no delegation was present, the Committee approved the following recommendation:

That the appropriate by-law for the sale of the subject land being described as part of the 11 foot alley on Registered Plan 224, being parallel to Tisdale Street, between King Street and Main Street, designated as Parts 1, 2 and 3, on Plan 62R-5120 and Parts 1 and 2, on Plan 62R-13270, as closed by Judge's Order 174069 VM, be enacted.

(c) **Sale By-law for the closed alley lying north of No. 95 Ferguson Avenue South**

The Committee was in receipt of a report dated 1996 October 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

As no delegation was present, the Committee approved the following recommendation:

That the appropriate by-law for the sale of the subject land being described as part of the alley lying north of Lot 6, as closed by Judge's Order VM232957, on Registered Plan 31, designated as Part 1, on Plan 62R-13138, be enacted.

2. **CONSENT AGENDA**

A. **ADOPTION OF THE MINUTES**

The minutes of the Transport and Environment Committee meeting held 1996 September 30 were adopted as circulated to the members.

B. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

(i) **Parking Regulations**

(a) **Wilmont Court, Royal Avenue and Delbrook Court**

The Committee was in receipt of a report dated 1996 October 15 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Two Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on both sides of Wilmont Court between Royal Avenue and the southerly end; and,

(b) That a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the south side of Royal Avenue between Bowman Street and Stroud Road and on the south side of Delbrook Court from Stroud Road to the west curb line of Delbrook Court; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Rangeview Court, south of Redbury Street**

The Committee was in receipt of a report dated 1996 October 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That an "Alternate Side Parking" regulation be implemented on Rangeview Court such that parking is prohibited:

(i) on the east side of the street during the months of December, January, February and March and from the 1st to the 15th day of April, May, June, July, August, September, October and November

(ii) on the west side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and,

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Gladstone Avenue between Cumberland Avenue and Delaware Avenue**

The Committee was in receipt of a report dated 1996 October 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Alternate Side Parking" regulation on Gladstone Avenue between Cumberland Avenue and Delaware Avenue be replaced with a "No Parking Anytime" regulation on the west side and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) **No. 129 Afton Avenue**
Request for a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1996 October 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Afton Avenue commencing at a point 95 feet east of Balsam Avenue South and extending to a point 20 feet easterly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Eleanor Ogxton, No. 129 Afton Avenue.

(e) **No. 75 Tisdale Street South**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1996 October 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Tisdale Street South commencing at a point 176 feet north of the east/west leg of Tisdale Street South and extending to a point 21 feet northerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. MacEwen, No. 75 Tisdale Street South.

(f) **No. 48 Somerset Avenue**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1996 October 15 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Permit Parking" regulation be implemented on the north side of Somerset Avenue commencing at a point 75 feet west of Barnesdale Avenue North and extending to a point 18 feet westerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(g) **No. 345 Tragina Avenue North**
Request to modify the hours
of the existing Wheelchair Loading Zone

The Committee was in receipt of a report dated 1996 October 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the hours of the existing "Wheelchair Loading Zone, 9:00 a.m. to 10:00 p.m., Monday to Friday" regulation on the west side of Tragina Avenue North commencing at a point 66 feet south of Vansitmart Avenue and extending to a point 23 feet southerly therefrom, be revised, such that the regulation is in effect from 8:00 a.m. to 11:00 p.m., Monday to Friday and that the City Traffic By-law No. 89-72 be amended accordingly.

(h) **No. 31 Huron Street**
Request to Remove a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1996 October 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the north side of Huron Street commencing at a point 96 feet west of Stirton Street and extending to a point 21 feet westerly therefrom be removed and that the City Traffic By-law No. 89-72 be amended accordingly.

(i) **No. 196 Wood Street East**
Request to Remove a Reserved
"Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1996 September 30 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the south side of Wood Street East commencing at a point 133 feet east of Ferguson Avenue North and extending to a point 24 feet easterly therefrom be removed and that the City Traffic By-law No. 89-72 be amended accordingly.

(j) **No. 25 Delena Avenue North**
Request for a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1996 October 29 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Wheelchair Loading Zone, 24 hours a day, seven days a week" regulation be implemented on the west side of Delena Avenue North commencing at a point 308 feet south of Dunsmure Road and extending to a point 22 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(k) **No. 426 John Street North**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1996 October 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of John Street North commencing at a point 74 feet south of Picton Street East and extending to a point 17 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Sara Alaimo, No. 426 John Street North.

(l) **No. 422 John Street North**
Amendment of a Residential Boulevard Parking Agreement

The Committee was in receipt of a report dated 1996 October 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing residential boulevard parking agreement registered as Instrument No. 490908 C.D. to the property at No. 422 John Street North be amended at the property owner's expense; and,

(b) That the City Solicitor be authorized and directed to process the documents in relation to the amendment of this agreement.

(m) **No. 62 Norman Street**
Request for a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1996 October 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Wheelchair Loading Zone, 24 hours a day, seven days a week" regulation be implemented on the east side of Norman Street commencing at a point 107 feet north of Campbell Avenue and extending to a point 35 feet northerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(n) **No. 78 New Street**
Request for a Reserved
"Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1996 October 25 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of New Street commencing at a point 31 feet north of Main Street West and extending to a point 23 feet northerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Gordon Ferris, No. 78 New Street.

(ii) Intersection Control

(a) **Intersection of Bartonville Court and Garside Avenue South**

The Committee was in receipt of a report dated 1996 October 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Chairman indicated that Alderman Wilson had requested that this item be tabled. Subsequently, the Committee agreed that this item be tabled.

(b) **Intersection of Acadia Drive (west leg) and Acadia Drive (north leg)**

The Committee was in receipt of a report dated 1996 October 16 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That northbound traffic on Acadia Drive (west leg) be required to stop for eastbound and westbound traffic on Acadia Drive (north leg) and that the City Traffic By-law No. No. 89-72 be amended accordingly.

(c) **Intersection of Ferrie Street and Hughson Street North**

The Committee was in receipt of a report dated 1996 September 30 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That four-way stop control be implemented at the intersection of Ferrie Street East and Hughson Street North, and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) **Upper Wellington Street at Sedona Court and at Jacqueline Boulevard**

The Committee was in receipt of a report dated 1996 October 29 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That eastbound traffic on Sedona Court and on Jacqueline Boulevard be required to stop for northbound and southbound traffic on Upper Wellington Street and that the City Traffic By-law No. 89-72 be amended accordingly.

(e) **Intersection of Lavina Crescent and Magnolia Drive - Corner Clearances**

The Committee was in receipt of a report dated 1996 October 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Stopping" corner clearance be implemented on the south side of Lavina Crescent commencing at Magnolia Drive and extending to a point 36 feet westerly therefrom and on the west side of Magnolia Drive commencing at Lavina Crescent and extending 31 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(f) **Margate Avenue**

The Committee was in receipt of a report dated 1996 October 29 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That three-way stop control be implemented at the intersection of Margate Avenue and Southwood Drive and that the City Traffic By-law No. 89-72 be amended accordingly.

(iii) **Miscellaneous**

(a) **Traffic Safety Training in Elementary School**

The Committee was in receipt of a report dated 1996 October 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the Public Works and Traffic Department be authorized to develop a traffic safety training program for elementary school students in Hamilton.

(b) **Supply and Delivery of Traffic Paint during 1997, Public Works and Traffic Department**

The Committee was in receipt of a report dated 1996 October 15 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a purchase order be issued to Niagara Paint Inc., Hamilton, Ontario, for the supply and delivery of traffic paint as and when required during 1997 by the Public Works and Traffic Department, being the lowest of five bids received and being in accordance with the specifications issued by the Purchasing Division's tender, and that the estimated expenditure of $200,000 be financed through the Pavement Markings Account No. CH56153 75999.

(c) **North Side of Hunter Street between John and James Streets**

The Committee was in receipt of a report dated 1996 September 16 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the duration of the parking meters on the north side of Hunter Street between John and James Streets be switched from 15 minutes to 1 hour, except for the first two meters immediately east and west of Hughson Street which will remain at 15 minute duration and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) **Arnold Street and Dalewood Avenue - School Crossing Guard**

The Committee was in receipt of a report dated 1996 September 30 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a School Crossing Guard be assigned to the intersection of Arnold Street and Dalewood Avenue during the morning and evening school crossing periods only for the balance of 1996 and up until the approval of the 1997 Departmental Budget; and,

(b) That consideration be given in the 1997 Current Budget deliberations for an expansion package of $4,000 plus administrative costs for a School Crossing Guard at this location on a permanent basis.

(e) **Queen Victoria Drive and Redbury Street - School Crossing Guard**

The Committee was in receipt of a report dated 1996 September 30 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a School Crossing Guard be assigned to the intersection of Queen Victoria Drive and Redbury Street during the morning and evening school crossing periods only for the balance of 1996 and up until the approval of the 1997 Departmental Budget; and,

(b) That consideration be given in the 1997 Current Budget deliberations for an expansion package of $4,000 plus administrative costs for a School Crossing Guard at this location on a permanent basis.

(f) **Barton Street East and Gage Avenue North - School Crossing Guard**

The Committee was in receipt of a report dated 1996 October 29 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a School Crossing Guard be assigned to the intersection of Barton Street East and Gage Avenue North during the morning and evening school crossing periods only for the balance of 1996 and up until the approval of the 1997 Departmental Budget; and,

(b) That consideration be given in the 1997 Current Budget deliberations for an expansion package of $4,000 plus administrative costs for a School Crossing Guard at this location.

(g) **Supply and Delivery of Traffic Signal Heads and Pedestrian Pushbuttons**

The Committee was in receipt of a report dated 1996 October 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a purchase order be issued to Econolite Canada Limited for the supply and delivery of vehicle signal heads as and when required in 1997 by the Traffic Division at the unit prices listed below, plus applicable taxes, being the lowest acceptable bid received for these items in accordance with the specifications issued by the Purchasing Division and Vendor's bid:

(i)	Vehicle Heads (Red/Amber/Green)	$172.58
(ii)	Vehicle Heads (Red/Amber/Green/Amber Arrow/Green Arrow)	$322.59
(iii)	Vehicle Heads (Red Ball/ 8" Amber Ball/Green Arrow)	$211.56
(iv)	Vehicle Heads (Red Ball/ 12" Amber Ball/Green Arrow)	$224.17
(v)	Vehicle Heads (Red Ball/ Amber Ball/Green Ball/Green Arrow)	$265.75
(vi)	Pedestrian Pushbutton Pelco SE-2002	$ 29.15
(vii)	Pedestrian Pushbutton Pelco SE-2007	$ 29.15; and,

(b) That a purchase order be issued to Tacel Limited for the supply and delivery of pedestrian signal heads as and when required in 1997 by the Traffic Division at the unit prices listed below, plus applicable taxes, being the lowest acceptable bid received for these items in accordance with the specifications issued by the Purchasing Division and Vendor's bid:

(viii) Pedestrian Signal Heads $131.00;and,

(c) That the purchases be financed through Traffic Signals Materials Account No. 56152-75999.

(h) **Supply and Delivery of Digital Solid-State Traffic Signal Controllers and Associated Hardware**

The Committee was in receipt of a report dated 1996 October 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a purchase order be issued to Fortran Traffic Systems Ltd., Scarborough, Ontario, for the supply and delivery of traffic signal controllers as and when required in 1997 by the Traffic Division, at the unit prices noted below, plus applicable taxes, in accordance with the specifications issued by Purchasing and Vendor's tender, and to be financed through Traffic Signals Materials Account No. 56152-75999.

(a)	36 circuit fully actuated solid state controllers	$6,694.20 each
(b)	24 circuit fully actuated solid state controllers	$5,847.00 each
(c)	24 circuit pretimed solid state controllers	$5,842.37 each
(d)	area master controllers	$3,855.80 each
(e)	communications modules	$ 430.00 each
(f)	portable data transfer units	$3,855.00 each

(i) **City of Hamilton Snow Route Map**

The Committee was in receipt of a report dated 1996 October 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following streets or sections of streets be designated as Snow Emergency Routes and added to the snow route system:

(i) Longwood Road from Franklin Avenue to Macklin Street

(ii) Anchor Road from Stone Church Road East to Harlowe Road

(iii) Bigwin Road from Pritchard Road to Anchor Road

(iv) Harlowe Road from Pritchard Road to Anchor Road; and,

(b) That the City of Hamilton Traffic By-law No. 89-72 be amended accordingly.

(iv) **City Engineer**

(a) **Street Incorporation**

The Committee was in receipt of a report dated 1996 October 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following City land be incorporated into the following streets:

Jeremy Street	Parcel A	Registered Plan 1053
Supreme Drive	Block 38	Plan 62M-715
Fano Drive	Block 30	Plan 62M-752
Gagliano Drive	Block 32	Plan 62M-622
	Block 36	Plan 62M-781
Eaglewood Drive	Block 21	Plan 62M-643
	Block 31	Plan 62M-622
	Parts 1,3,4,7,8,11,12 Plan 62R-9927; and,	

(b) That the By-laws to carry out the incorporation of the said land into the foregoing streets be enacted by Council; and,

(c) That the Commissioner of Transportation be authorized and directed to register the By-laws.

(b) **1996 Servicing Expenditures Related to Subdivisions**

The Committee was in receipt of a report dated 1996 September 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in:

"SAN LORENZO HEIGHTS - PHASE 2", Hamilton
City's Share, $25,772 Owner's Share, $151,588

"CLAUDETTE GARDENS - PHASE 8", Hamilton
City's Share, $ Nil Owner's Share, $69,809.08; and,

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owner's of "San Lorenzo Heights - Phase 2" and "Claudette Gardens - Phase 8", Hamilton as well as any other related documents for these Subdivisions subject to the approval of the City Solicitor; and,

(c) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement has been registered; and,

(d) In the event that the Owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered, they should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing; and,

(e) That the City's share of services in "San Lorenzo Heights - Phase 2", Hamilton ($25,772) be approved and financed from Account Centre No. 00107 - Reserve for Services Through Unsubdivided Lands.

(c) **Rescind Encroachment Agreement - No. 310 Robert Street**

The Committee was in receipt of a report dated 1996 October 30 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the Council approval of the Encroachment Agreement for a portion of the building and veranda for No. 310 Robert Street, approved on 1996 March 12 as Section 12 of the Fourth Report of the Transport and Environment Committee for 1996, be rescinded; and,

(b) That the City Treasurer be authorized and directed to reimburse the owner of No. 310 Robert Street $158.

(d) **Outdoor Patio Cafes - Hess Village**

The Committee was in receipt of a report dated 1996 October 29 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the application of the Hess Village Merchants Association, representing the owners and operators of Municipal Nos. 13, 15, 18, 20, 24, 25 and 33, Hess Street South, to reestablish their Outdoor Patio Cafe Agreements on the weekend of the Grey Cup, 1996 November 21, 22, 23, and 24, be approved, subject to the following conditions:

(i) That the prior approval of the Chief of Police or his designate be received, and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained; and,

(ii) That all barricading be supplied by and at the expense of the applicant; and,

(iii) That the applicant provide proof of $5,000,000 public liability insurance and liquor liability naming the Region and the City of Hamilton as an added insured party with a provision for cross liability, and holding the Region and the City of Hamilton harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(iv) That the Liquor Licence Board of Ontario issue a temporary extension of liquor licence for the 1996 Grey Cup Downtown Festival, from Thursday, 1996 November 21 to Sunday, 1996 November 24; and,

(v) That the applicant adhere to the regulations stipulated by the Liquor Licence Board of Ontario in the provision of alcohol; and,

(vi) That Special Duty Officers as deemed necessary by the Hamilton-Wentworth Regional Police, be provided at the applicant's expense; and,

(b) That the Liquor Licence Board of Ontario be advised that the City of Hamilton has no objection to the issuance of a temporary extension of liquor licence for the 1996 Grey Cup Downtown Festival on the Hess Street, from Thursday, 1996 November 21 to Sunday, 1996 November 24.

(v) **Public Works Division**

Annual supply and Delivery of Highway Salt and Treated Screened Sand for the 1996 - 1997 Winter Season, Public Works and Traffic Department

The Committee was in receipt of a report dated 1996 October 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That purchase orders be issued for the supply and delivery of Highway Salt and Treated Screened Sand as and when required during the 1996/97 Winter Season by the Public Works and Traffic Department in accordance with specifications issued by Purchasing and Vendors' tenders and be financed through Stock Materials Account No. CH56197 60999, as follows:

Sifto Salt	Delivered
Highway Salt	$36.65
Purchased before 1996 November 30	$35.00

Terms of Discount: 1%, 15 days; net 30

Washington Sand

Mixture	**Price Per Tonne**
1 to 3½	$11.71
1 to 5	9.65
1 to 10	6.93
Delivery Charge	4.26

C. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

(i) **Information Items**

The Committee was in receipt of a report dated 1996 November 4 from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

That the sub-joined list of information reports that were previously distributed to the Committee, be approved.

Date	From	Subject	Date Distributed
Sept. 24	Commissioner of Public Works & Traffic	Leaf and Yard Waste Outreach Program	1996 September 26
Sept. 24	Commissioner of Public Works & Traffic	Proposed Road Closure: Upper Horning Road	1996 September 25
Oct. 18	Alderman M. Kiss	Henkel Emissions	1996 October 18
Oct. 8	M.O.E.E.	1996 Environment and Energy Conference of Ontario	1996 October 18
October 23	Commissioner of Public Works & Traffic	Public Works and Traffic Department's Quarterly Report as at September 30, 1996	1996 October 24
October 24	Commissioner of Public Works & Traffic	1996 City Construction Program Status and Schedule as of 1996 October 15	1996 October 25
October 18	Regional Clerk's Office	Response to Provincial Proposals to Reform Ministry of Environment and Energy Regulations in Ontario	1996 October 28
October 18	Regional Clerk's Office	Remedial Action Program: Closed Landfill Sites	1996 October 28
October 24	The Parking Authority of the City of Hamilton	Free Parking Programme - Ottawa Street Municipal Carparks	1996 October 29
October 29	Commissioner of Public Works & Traffic	Revised - Public Works and Traffic Department's Quarterly Report as at September 30, 1996	1996 October 29
October 16	Letter from the Ministry of Transportation to the Clerk of the City of Stoney Creek	City of Stoney Creek's objections to the Region of Hamilton-Wentworth's Proposal to expand the Urban Transit Area into Stoney Creek and Stoney Creek's request for permission to establish their own transportation service	1996 October 31

(ii) **1997 Transport and Environment Committee Meeting Schedule**

The Committee was in receipt of a report dated 1996 November 4 from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

That the sub-joined Transport and Environment Committee Schedule of Meetings for 1997, be approved.

TRANSPORT AND ENVIRONMENT COMMITTEE

SCHEDULE OF MEETINGS FOR 1997

Report titles to be listed in the "S" Drive by 5:00 p.m.	**Deadline for Reports 12:00 noon**	**Agenda Review Meetings 12:00 noon Room 219 unless otherwise stated**	**Committee Meetings 9:30 a.m. Room 233**	**Council Meetings 7:30 p.m. Council Chamber**
January 10	January 10	January 14	January 20	January 28
January 24	January 24	January 28	February 3	February 11
February 21	February 21	February 25	March 3	March 11
April 11	April 11	***Room 233** April 15	April 21	April 29
April 25	April 25	April 29	May 5	May 13
June 6	June 6	June 10	June 16	June 24
Canada Day June 20	June 20	June 24	**Wednesday July 2nd at 1:30 p.m.**	July 8
August 8	August 8	August 12	August 18	August 26
September 12	September 12	September 16	September 22	September 30
September 26	September 26	September 30	October 6	October 14
October 24	October 24	October 28	November 3	November 11
November 21	November 21	November 25	December 1	December 9

(iii) **1997 Ontario Good Roads Association Conference**

The Committee was in receipt of a report dated 1996 November 4 from the Secretary, Transport and Environment Committee, be approved.

The Committee approved the following recommendation:

(a) That the Chairman or his designate be authorized to attend the Ontario Good Roads Association 1997 Annual Conference to take place on 1997 February 23 to February 26 at the Royal York Hotel, Toronto; and,

(b) That costs for attendance be charged to Aldermen Travel Account No. CH55201 10010 in 1997.

3. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

(i) **PUBLIC WORKS DIVISION**

Public Works and Traffic Department
Streets, Local Roads and Fleet Services Division
1997 - 2006 Provisional Capital Budget

The Committee was in receipt of a report dated 1996 October 25 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Meiers informed the Committee that the indication in the report that there is no change in the figures for the years 1997 to 2006 from the approved 1996 to 2005 Capital Budget was correct with the exception of a slight increase in costs associated with project no. 8 - Flower Planting in Reconstructed Medians - Centennial Parkway.

Subsequently, following brief discussion, the Committee approved the following recommendation:

(a) That the attached capital projects from the Public Works Department - Streets, Local Roads and Fleet Services Divisions be considered for inclusion in the ten year 1997 - 2006 Provisional Capital Budget; and,

(b) That these capital projects be reviewed by the Management Team (Capital Budget Sub-Committee) for consideration by the Committee of the Whole and City Council.

(ii) **Proposed Hot-in-Place Asphalt Recycling Program Expansion**

The Committee was in receipt of a report dated 1996 October 29 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Firth-Eagland reviewed the report and showed a video of the Hot-in-Place Asphalt Recycling Program.

Following brief discussion, the Committee approved the following recommendation:

That the Commissioner of Public Works and Traffic be authorized and directed to negotiate a three year price protected quotation for hot-in-place asphalt recycling on City of Hamilton streets at a price not to exceed $\$3.38/m^2$ based on a minimum $300,000m^2$ per year with H.I.P. Hot-in-Place Recycling Equipment Inc.

(iii) **TRAFFIC DIVISION**

Traffic Division Projects - 1997 - 2006 Capital Budget

The Committee was in receipt of a report dated 1996 October 15 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Hazell reviewed the projects and following brief discussion, the Committee approved the following recommendation:

(a) That the attached Capital Projects of the Department of Public Works and Traffic, Traffic Division, be considered for inclusion in the ten year 1997 - 2006 Provisional Capital Budget; and,

(b) That these Capital Projects be reviewed by the Management Team (Capital Budget Sub-Committee) for consideration by the Committee of the Whole and City Council.

(iv) **CITY ENGINEER**

(a) **Provincial Environmental Services Inc.**
Application for a Waste Disposal Site (Processing)
Certificate of Approval No. A650121

The Committee was in receipt of a report dated 1996 September 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Terluk reviewed the report and indicated that Provincial Environmental Inc. had held a public meeting to update and inform area neighbours on the proposed facility.

Mr. Lewis informed the Committee that no follow up comments had been received as a result of the public meeting to either the M.O.E.E., the Environmental Department or Provincial Environmental Inc.

Mr. Agus appeared before the Committee to express opposition to the planned facility on behalf of eight other land owners on Frid Street. He stated that other than the Hamilton Spectator all other property owners were opposed due to the non-compatibility of the proposed waste disposal site and environmental concerns. He added that the size of the site and the designation of Frid Street as a special policy area encouraging prestige industrial operations were also matters of concern to the area property owners.

Following considerable discussion, the recommendation lost on a tie vote.

In favour: Alderman Agro, Morelli, Jackson, Merling

Opposed: Alderman Kiss, Copps, Collins, D'Amico

Subsequently, the Committee agreed to forward the following recommendation to City Council.

That the West Central Branch of the Ministry of Environment and Energy (MOEE) be advised that the City of Hamilton objects to Provincial Environmental Services receiving a Certificate of Approval for a Waste Disposal Site (Processing) for the site located at No. 97 Frid Street, Hamilton.

NOTE: This issue lost on a tie vote at the Transport and Environment Committee. At the direction of the Committee and in accordance with City Procedural By-law No. 95-167 Section 36 (b), it is presented as a negative recommendation.

(b) **Plastimet Inc. Application for a Waste Disposal Site (Processing) Certificate of Approval No. A650120)**

The Committee was in receipt of a report dated 1996 October 29 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Terluk reviewed the report with the Committee and indicated that the Hamilton Fire Department had a list of deficiencies associated with the operation which the applicant was presently working to rectify.

Following discussion, the Committee agreed that the item be tabled until such time as the applicant has satisfied the Fire Department concerns.

(c) **Hamilton Bio Conversion Inc. Application to Amend Provisional Certificate of Approval No. A650025 for a Waste Disposal Site (Processing)**

The Committee was in receipt of a report dated 1996 October 31 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Terluk reviewed the report with the Committee and indicated that problems of odours emanating from the site and operation had been identified.

Mr. Gonsin requested that the item be tabled in order that Hamilton Bio Conversion Inc. representatives could meet with the Health and Fire Departments to address their concerns.

Subsequently, the Committee agreed that the item be tabled until the applicant is ready to proceed.

(d) **I. W. & S. Ferrous Limited Application to Amend Provisional Certificate of Approval No. A130199 for a Waste Disposal Site**

The Committee was in receipt of a report dated 1996 October 29 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Terluk reviewed the report with the Committee.

Mr. Vanbiesbrook indicated that the approval process involved in this operation had been unique. He explained that as this operation proposed a new process, a temporary approval had been granted by the M.O.E.E. Board in Toronto and that the applicant was now seeking a permanent approval for its operation.

Following discussion, the Committee agreed that more information was needed and that the item be tabled in order that details of the prior approval procedure and the process involved in the operation could be provided.

The Committee further requested that a representative from the Toronto office of the M.O.E.E. be requested to attend the Committee meeting when this issue was to be reconsidered to address the unique approval procedures involved in this case.

(e) **Remedial Action Program: Closed Landfill Sites**

The Committee was in receipt of correspondence dated 1996 October 18 the Regional Clerk's Office respecting the subject matter.

Following discussion, the Committee approved that this item be received.

(f) **1997 - 2006 Provisional Capital Budget - Roads Division**

The Committee was in receipt of a report dated 1996 October 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That the attached Capital Projects from the Roads Division be considered for inclusion in the ten year 1997 - 2006 Provisional Capital Budget; and,

(b) That these Capital Projects be reviewed by the Management Team (Capital Budget Sub-Committee) for consideration by the Committee of the Whole and City Council.

4. **DIRECTOR OF PROPERTY/CHIEF ADMINISTRATIVE OFFICER**

Sale of City Lands to Philip Enterprises Inc.

The Committee was in receipt of a report dated 1996 October 25 from the Chief Administrative Officer and the Director of Property respecting the subject matter.

Following discussion, the Committee approved the following recommendation:

(a) That the City owned lands being bound by Sherman Avenue North, Burlington Street East, Birch Avenue and Brant Street, Hamilton, more particularly being firstly, part of Lots 65, 66 and 71; all of Lots 67, 68, 69 and 70; and part of Reserve "D", Registered Plan 471, designated as Part 4 on Plan 62R-12643; part of Reserves "C" and "E"; all of Lots 62 and 73; and part of Lots 63 and 74, Registered Plan 471, designated as Part 5 on Plan 62R-12643; all of Lots 1, 2, 3, 4, 5, 45, 46, 47, 48, 49, 50, 51, 52 and 53; and part of Lot 54, Registered Plan 471, designated as Part 8 on Plan 62R-12643; part of Lot 9, Concession 1, in the Geographic Township of Barton and part of Lots 5, 10 and Reserve; and all of Lots 6, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22 and 23, Registered Plan 547, designated as Part 9 on Plan 62R-12643, (save and accept Part 2 on Plan 62R-13894), comprising a total area of .997 hectares (2.463 acres) more or less; secondly, part of Gerrard Street, Registered Plan 471, more particularly described as Parts 6 and 7 on Plan 62R-12643, comprising a total area of 0.203 hectares (0.502 acres) more or less, save and except the westerly one foot thereof be declared surplus to the requirements of the City in accordance with the Realty Sales Procedural By-law No. 95-049, for the purpose of selling the property; and,

(b) That an Offer to Purchase (Highway Closure) Agreement, to be executed by Philip Enterprises Inc., and scheduled to close on or before 1997 June 30, for the lands being bound by Sherman Avenue North, Burlington Street East, Birch Avenue and Brant Street, Hamilton, more particularly being firstly, part of Lots 65, 66 and 71; all of Lots 67, 68, 69 and 70; and part of Reserve "D", Registered Plan 471, designated as Part 4 on Plan 62R-12643; part of Reserves "C" and "E"; all of Lots 62 and 73; and part of Lots 63 and 74, Registered Plan 471, designated as Part 5 on Plan 62R-12643; all of Lots 1, 2, 3, 4, 5, 45, 46, 47, 48, 49, 50, 51, 52 and 53; and part of Lot 54, Registered Plan 471, designated as Part 8 on Plan 62R-12643; part of Lot 9, Concession 1, in the Geographic Township of Barton and part of Lots 5, 10 and Reserve; and all of Lots 6, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22 and 23, Registered Plan 547, designated as Part 9 on Plan 62R-12643, referred to as Blocks AA, BB, CC and DD on Schedule "B" attached to the agreement, (save and accept Part 2 on Plan 62R-13894, as Schedule "C" attached to the agreement), comprising a total area of .997 hectares (2.463 acres) more or less; secondly, part of Gerrard Street, Registered Plan 471, more particularly described as Parts 6 and 7 on Plan 62R-12643, comprising a total area of 0.203 hectares (0.502 acres) more or less, save and except the westerly one foot thereof which is not included in this sale to the Purchaser be declared surplus to the requirements of the City in accordance with the Realty Sales Procedural By-law No. 95-049, for the purpose of selling the property, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Property Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and the funds derived from this sale of $348,750, be credited to Account No. CF4402 308750001 (Land Sales - Enclave Clearance Program); and,

(c) That the required deposit cheque in the amount of $17,437.50 be held by the City Treasurer pending Council approval; and,

(d) That the Mayor and City Clerk be authorized and directed to execute the necessary documents in a form satisfactory to the City Solicitor; and,

(e) That in accordance with Real Property Sales Procedural By-law No. 95-049:

(i) satisfactory notice has been given to the public of the intended sale; and,

(ii) no appraisal of the fair market value of the real property intended to be sold was obtained as industrial lands and highway closures and sales are exempt from the appraisal requirements of Section 193 of the Municipal Act; and,

(iii) the City Clerk be authorized and directed to execute (and issue) a Certificate of Compliance in the form prescribed pursuant to Section 193 of the Municipal Act.

Note: Aldermen Kiss and Copps recorded as opposed.

5. **ALDERMAN D. WILSON**

Tree Root/Sewer Reimbursement Policy

The Committee was in receipt of correspondence dated 1996 October 8 from Alderman D. Wilson respecting the subject matter.

The Committee approved that the item be tabled in order that staff prepare a report for the Committees consideration.

6. OTHER BUSINESS

The Committee congratulated Ms. Price on her being named Dame of Grace for St. Johns Ambulance.

7. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1996 November 4

/mjw

2(8)(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 20
File No. TEC-259-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 75 Tisdale Street South - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That a "Permit Parking" regulation be implemented on the west side of Tisdale Street South commencing at a point 186 feet north of the east/west leg of Tisdale Street South and extending to a point 14 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

L Lutt-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

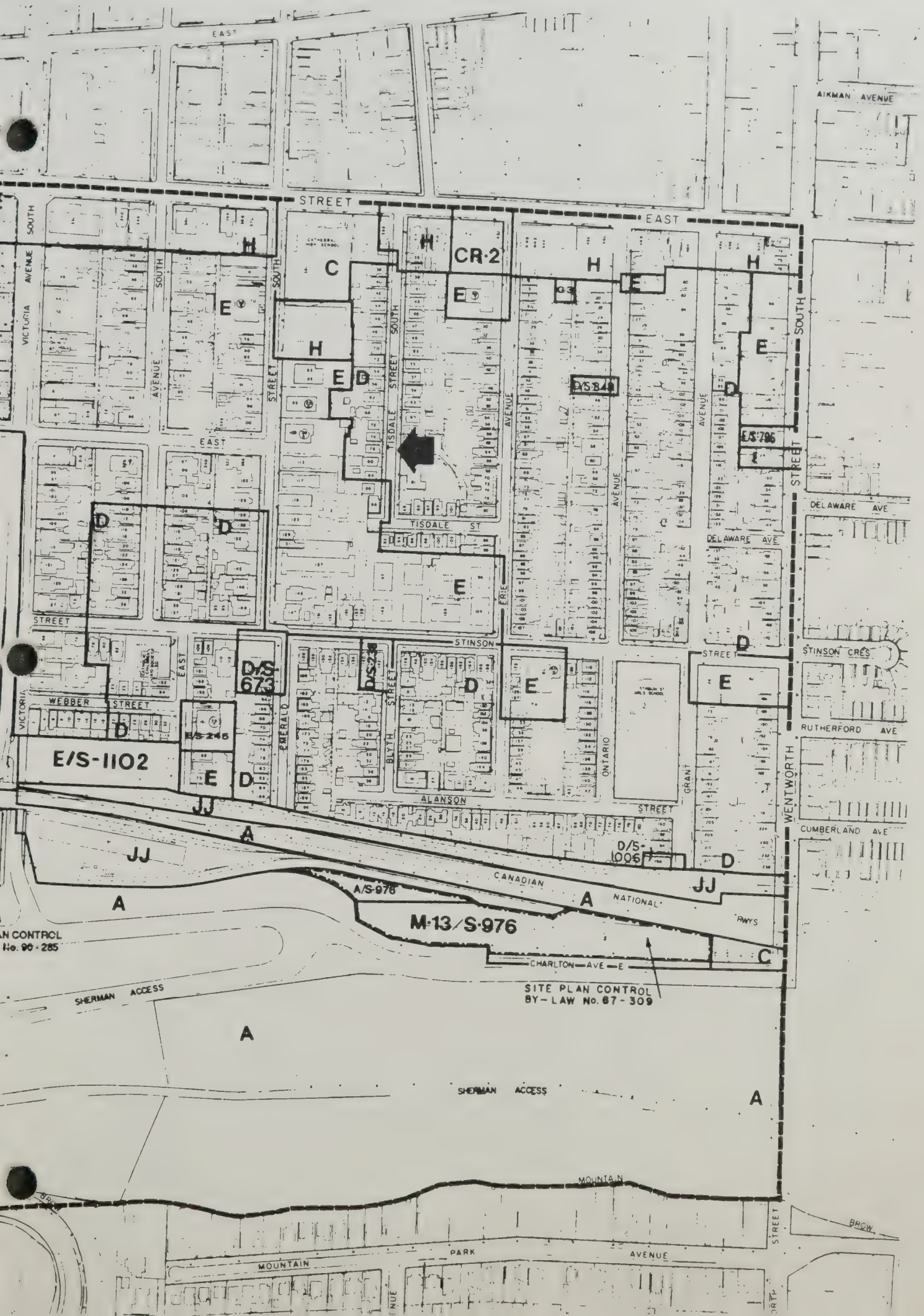
BACKGROUND:

Staff has received a request from Mr. MacEwen, 75 Tisdale Street South, that a reserved "Permit Parking" space be implemented on the west side of the street across from his home since his daughter is disabled.

Tisdale has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in conjunction with a "One Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year round basis. The City Council, at its meeting on 1996 November 12, approved a request from Ms. Molly Watson, on behalf of Mr. MacEwen for the implementation of a reserved "Permit

Parking" space on the east side of the street, directly in front of his home since his daughter is disabled. At that time, Mr. MacEwen only wanted a space reserved on his side of the street so as not to inconvenience other area residents. Staff has been advised by Mr. Ma, 76 Tisdale Street South, that he supports the implementation of a reserved "Permit Parking" space on the west side of the street, in front of his home for use by Mr. MacEwen. Therefore, staff concurs with the request.

CVB/MBH/kg


EAST
AIKMAN AVENUE
STREET
EAST
SOUTH
VICTORIA AVENUE
SOUTH
STREET
CR-2
C
H
E
D
D/S-841
D/S-786
TISDALE STREET SOUTH
TISDALE ST
AVENUE
AVENUE
AVENUE
STREET
SOUTH
DELAWARE AVE
DELAWARE AVE
EAST
STREET
ERIE
STINSON
STREET
STINSON CRES
D/S-673
D/S-238
EAST
VICTORIA
WEBBER
STREET
E/S-246
E/S-1102
EMERALD
BLYTH
STREET
ONTARIO
GRANT
STREET
RUTHERFORD AVE
WENTWORTH
CUMBERLAND AVE
ALANSON
STREET
JJ
A
D/S-1006
CANADIAN
NATIONAL
RWYS
A/S-976
M-13/S-976
CHARLTON AVE E
SITE PLAN CONTROL
BY-LAW No. 87-309
AN CONTROL
No. 90-285
SHERMAN ACCESS
SHERMAN ACCESS
MOUNTAIN
BROW
MOUNTAIN
PARK
AVENUE
STREET

2(B)(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 04
File No. TEC-242-96 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: East side of Wood Street West, South of Burlington Street
Request to remove "Wheelchair Loading Zone"

RECOMMENDATION:

That the existing "Wheelchair Loading Zone, 10:00 a.m. to 8:00 p.m., seven days a week" regulation on the east side of Wood Street West commencing at a point 74 feet south of Burlington Street West and extending to a point 24 feet southerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

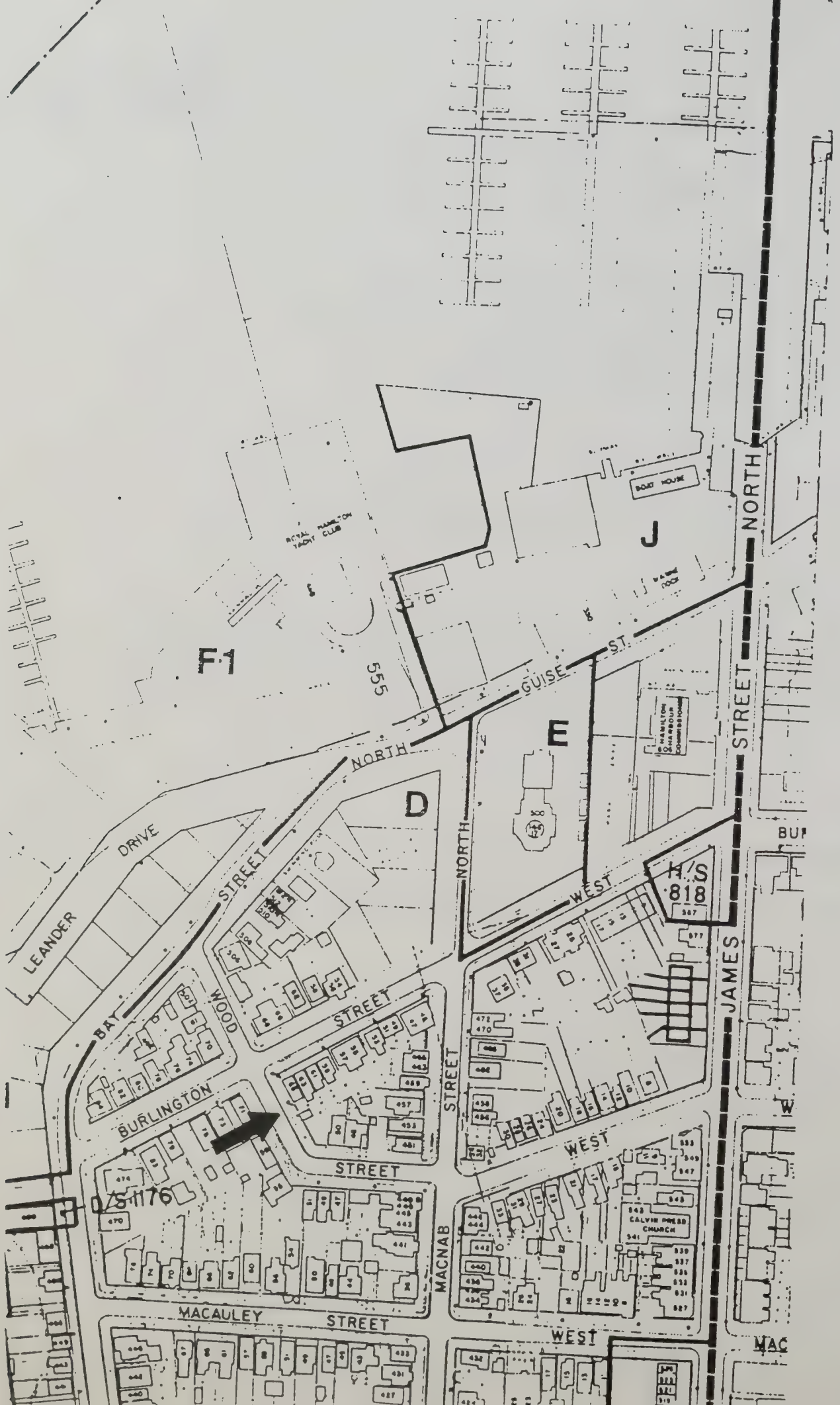
Sufficient funds are available in the 1996 operating budget to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from Mr. Al Wilcox, of No. 65 Burlington Street West, that the existing "Wheelchair Loading Zone, 10:00 a.m. to 8:00 p.m., seven days a week" regulation on the east side of Wood Street West adjacent to his home be removed since he no longer requires the use of Darts vehicles. Therefore, it would be appropriate to remove the signs.

City Council approved the implementation of the Wheelchair Loading Zone at its meeting of 1994 April 26, pursuant to a request from Mr. Wilcox. The removal of the subject regulation will restore one unrestricted on-street parking space to the east side of the street.

CVB/MBH/pdb


F-1
555
GUISE
ST.
NORTH
J
E
D
NORTH
STREET
JAMES
NORTH
WEST
H/S
818
LEANDER
DRIVE
BAY
STREET
WOOD
STREET
BURLINGTON
STREET
MACNAB
STREET
WEST
H/S 1176
MACAULEY
STREET
WEST
CALVIN PRESB
CHURCH

2(B)(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 14
File No. TEC-246-96 / Author: C. vanBerkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 24 Keith Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the north side of Keith Street commencing at a point 162 feet west of Douglas Street and extending to a point 17 feet westerly therefrom, and on the south side commencing 172 feet west of Douglas Street and extending to a point 20 feet westerly therefrom; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Nan Dicenzo, 24 Keith Street.

L. Lutt. Eagland for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

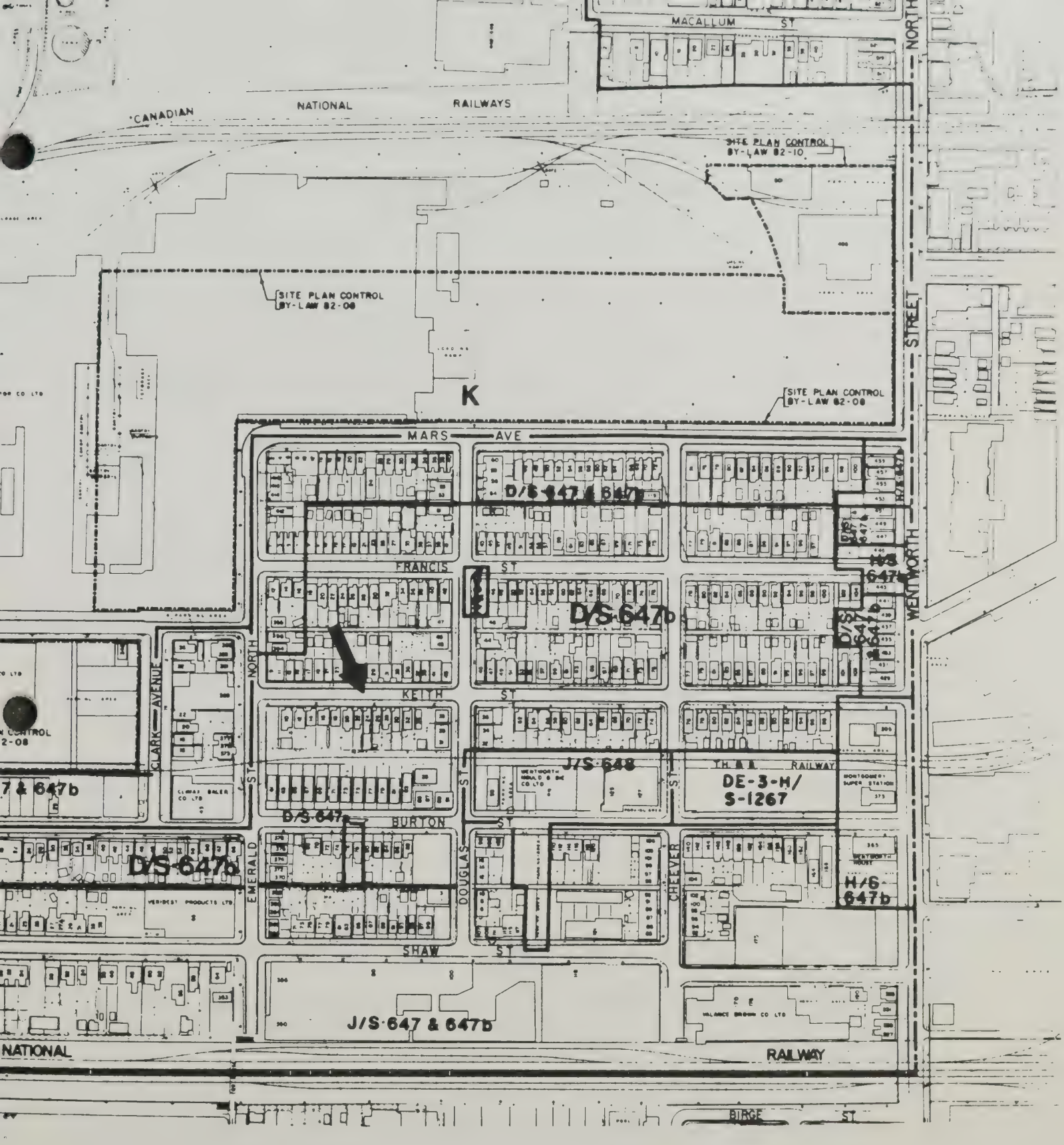
BACKGROUND:

Staff has received a request from Ms. Nan Dicenzo, 24 Keith Street, that a reserved "Permit Parking" space be implemented on the north and south sides of Keith directly in front of and across from her home since she is disabled.

Keith has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year round basis. Mr. Calzonetti, 29 Keith Street, has advised that he supports the request for a reserved "Permit Parking" space in front of his home for use by Ms. Dicenzo.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Ms. Dicenzo possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

CVB/MBH/kg



106 69 70

CITY OF HAMILTON

2(BXiXd)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 14
File No. TEC-249-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 411 Paling Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the west side of Paling Avenue commencing at a point 167 feet north of Vansitmart Avenue and extending to a point 24 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Jennifer Dawson, 411 Paling Avenue.

C. Liff England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

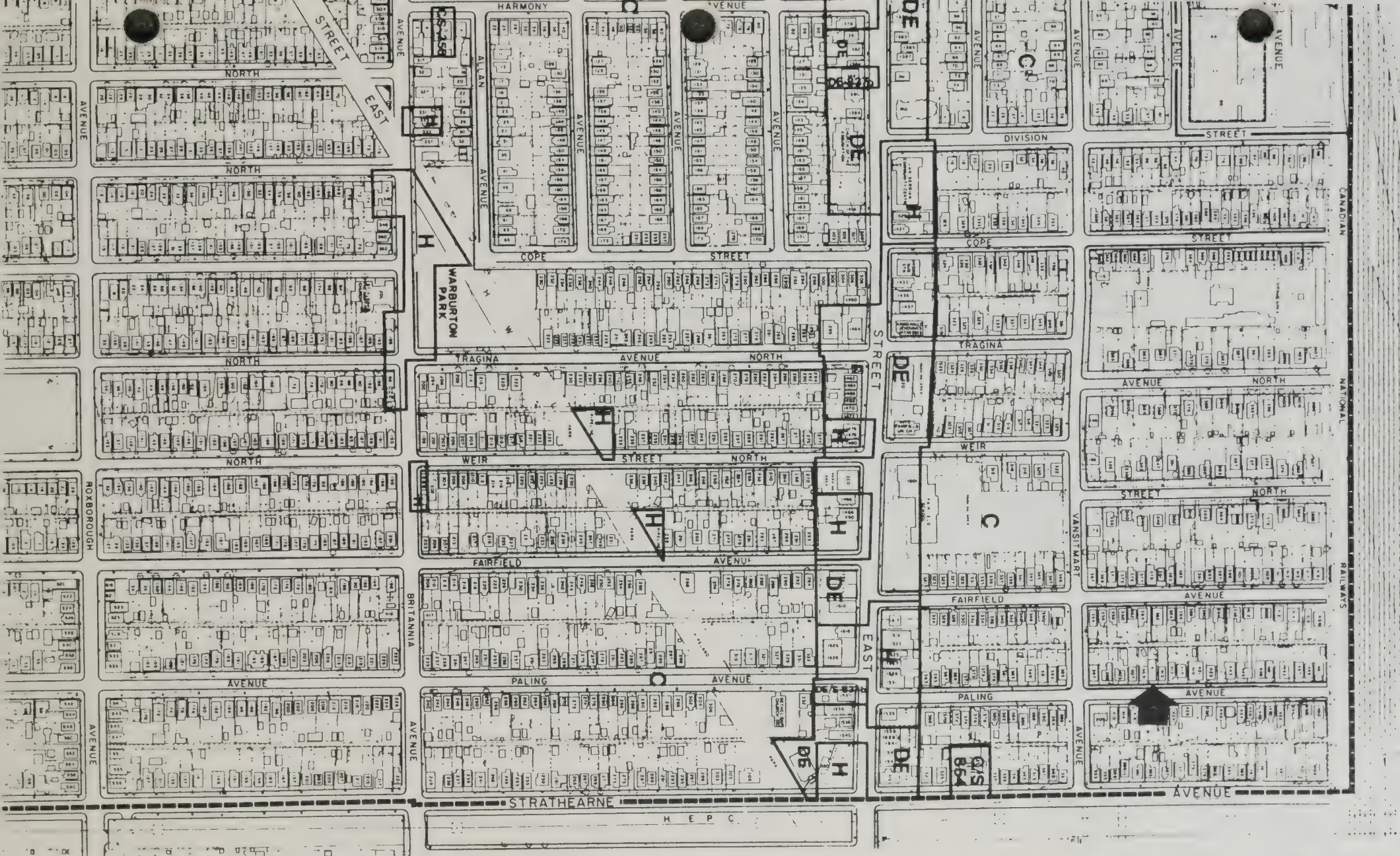
BACKGROUND:

Staff has received a request from Jennifer Dawson, 411 Paling Avenue, that a reserved "Permit Parking" space be designated on the west side of Paling in front of her home since she is disabled.

Paling has a 24 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents' homes. This policy requires, in part, that the application possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Ms. Jennifer Dawson possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on private property. Therefore, staff concurs with the request.

CVB/MBH/kg


HARMONY AVENUE
ALLAN AVENUE
COPE STREET
DIVISION STREET
WARBURTON PARK
TRAGINA AVENUE NORTH
WEIR STREET NORTH
FAIRFIELD AVENUE
PALING AVENUE
STRATHEARNE AVENUE
ROXBOROUGH AVENUE
BRITANNIA AVENUE
VANSITMART EAST
CANADIAN NATIONAL RAILWAYS
H E P C
H
DE
C

2(B)(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 14
File No. TEC-247-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: North side of Robert Street, east of James Street North - Parking Regulations

RECOMMENDATION:

That two one-hour parking meters be installed on the north side of Robert Street commencing 65 feet east of James Street North and extending to a point 36 feet easterly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

L Luth-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of revising the subject "No Parking" signs. The Hamilton Parking Authority has advised that sufficient funds are available to install two additional parking meters which would be off-set to some degree by the revenue generated by the meters.

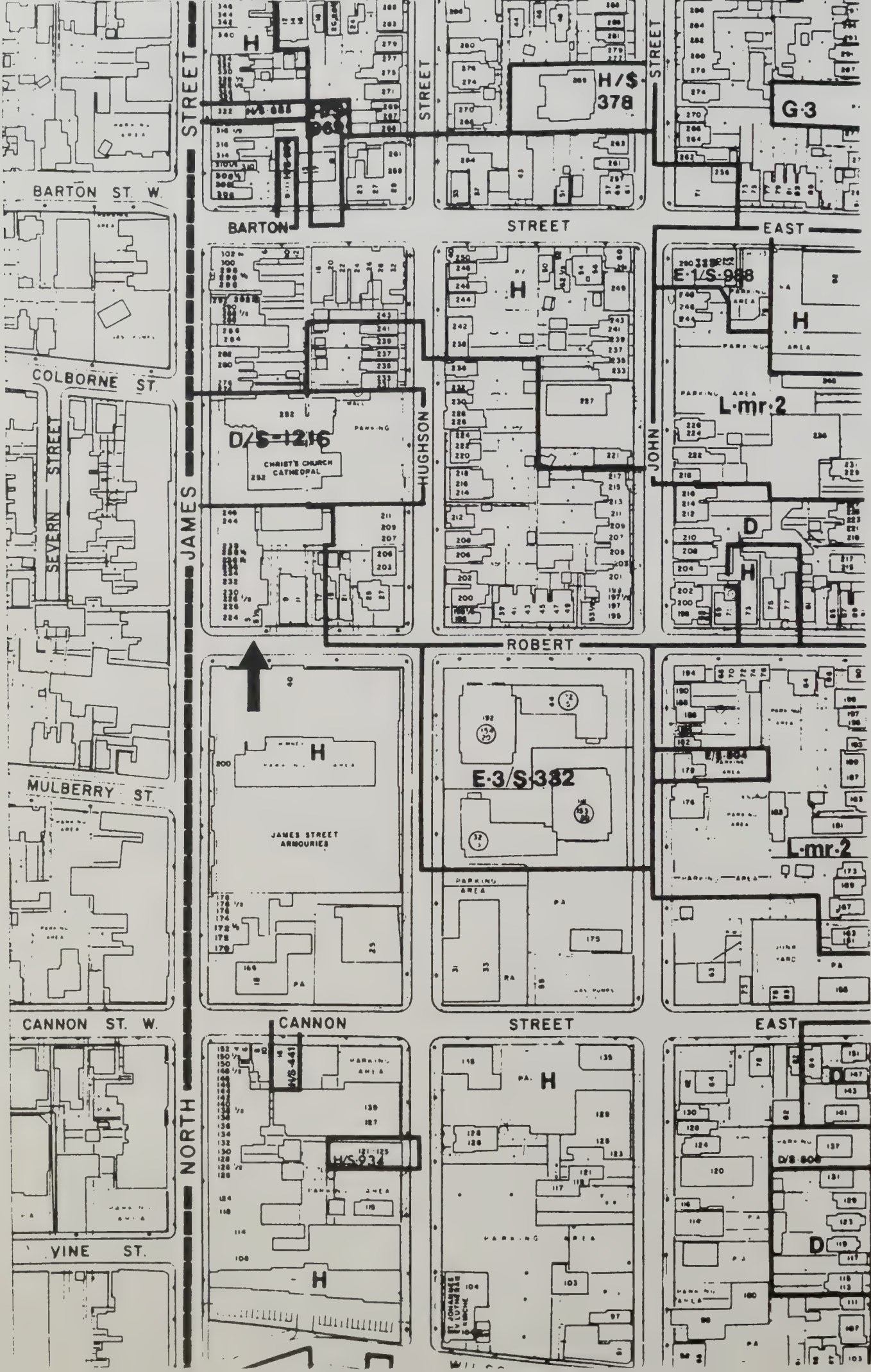
BACKGROUND:

Staff has received a request from Pat Musitano, owner of The Gathering Spot, 224 James Street North, that parking meters be installed on the north side of Robert, east of James.

Robert has a 30 foot pavement width, and presently, parking is prohibited on the north side in the westerly half of the block and unrestricted in the easterly half of the block, and there are parking meters on the south side of the street in this area.

Staff has concluded that two parking meters could be installed on the north side of Robert, east of James, without interfering with turning movements at the intersection, and therefore, concurs with the request. Since there are one-hour meters on the south side, it would be appropriate to install one-hour meters on the north side.

CVB/MBH/klk


BARTON ST. W.
COLBORNE ST.
SEVERN STREET
MULBERRY ST.
CANNON ST. W.
YINE ST.
JAMES STREET NORTH
BARTON STREET
HUGHSON STREET
JOHN STREET
ROBERT STREET
CANNON STREET
EAST
H
H/S 378
G-3
E-1/S-988
L-mr-2
D/S-1216
CHRIST'S CHURCH CATHEDRAL
PARKING
D
JAMES STREET ARMOURIES
E-3/S-382
H/S-441
H/S-932
D/S-808

2(BXiX(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 13
File No. TEC-235-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Ferguson Avenue North between Cannon Street East and Barton Street East - Parking Regulations

RECOMMENDATION:

(a) That a "No Parking" regulation be implemented on the east side of Ferguson Avenue North commencing at Cannon Street East and extending to a point 303 feet northerly therefrom; and,

(b) That a "No Stopping" regulation be implemented on the east side of Ferguson Avenue North commencing at a point 512 feet south of Barton Street East and extending to a point 262 feet southerly therefrom; and,

(c) That a "No Stopping" regulation be implemented on the west side of Ferguson Avenue North commencing at a point 480 feet north of Cannon Street East and extending to a point 192 feet northerly therefrom; and,

(d) That the City Traffic By-law 89-72 be amended accordingly.

L. Lit. England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

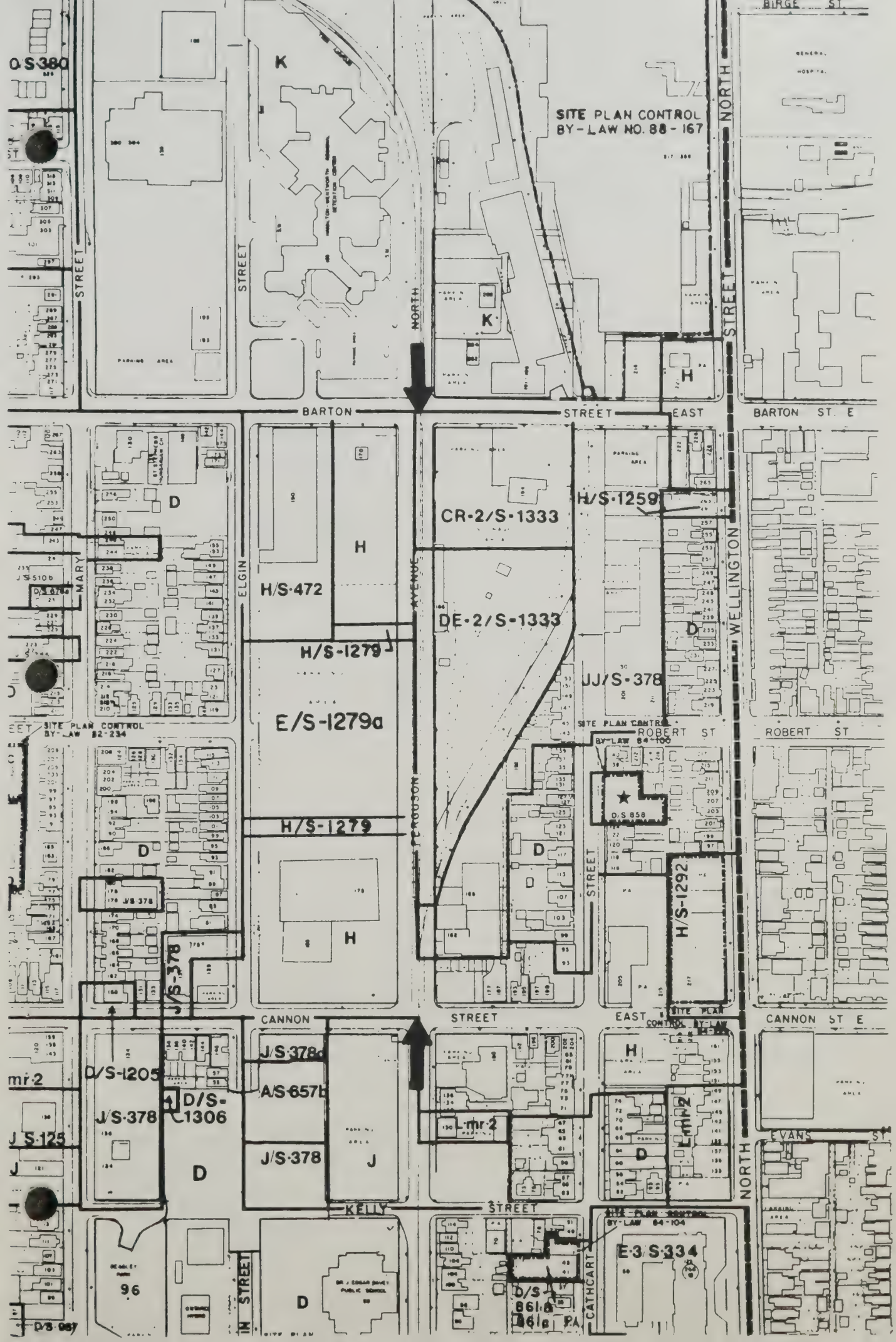
BACKGROUND:

Ferguson Avenue North was recently reconstructed between Cannon and Barton. This reconstruction involved the construction of two lay-bys on the east side of the street.

Prior to the reconstruction, parking was prohibited on both sides of the street between Cannon and Barton. The signs were not erected following the reconstruction since the geometrics of the street were changed to include the lay-bys on the east side of the street. After reviewing this matter, staff has determined that parking could be allowed in the lay-bys on the east side of the street, but parking should be prohibited outside of the bays where the pavement width (28 feet) is such that parked vehicles would interfere with traffic movement.

The proposed "No Stopping" regulation on the west side of the street would provide clear visibility of pedestrians crossing Ferguson from the pedestrian walkway which runs from Ferguson westerly as well to improve visibility from the apartment driveways.

CVB/MBH/klk


SITE PLAN CONTROL
BY-LAW NO. 88-167
BARTON STREET EAST
BARTON ST. E
CR-2/S-1333
H/S-1259
DE-2/S-1333
H/S-472
H/S-1279
E/S-1279a
JJ/S-378
H/S-1292
ROBERT ST
CANNON STREET EAST
CANNON ST E
KELLY STREET
EVANS ST
MARY STREET
ELGIN STREET
PERRODON AVENUE
WELLINGTON STREET NORTH
CATHCART STREET
J/S-378
J/S-378a
A/S-657b
D/S-1205
D/S-1306
J/S-125
E-3/S-334
D/S-861a
D/S-858
D/S-380
96

2(BXiX9)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 12
File No. TEC-248-96 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 36 Alanson Street - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the south side of Alanson Street commencing at a point 95 feet west of the extended west curb line of Erie Avenue and extending to a point 18 feet westerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

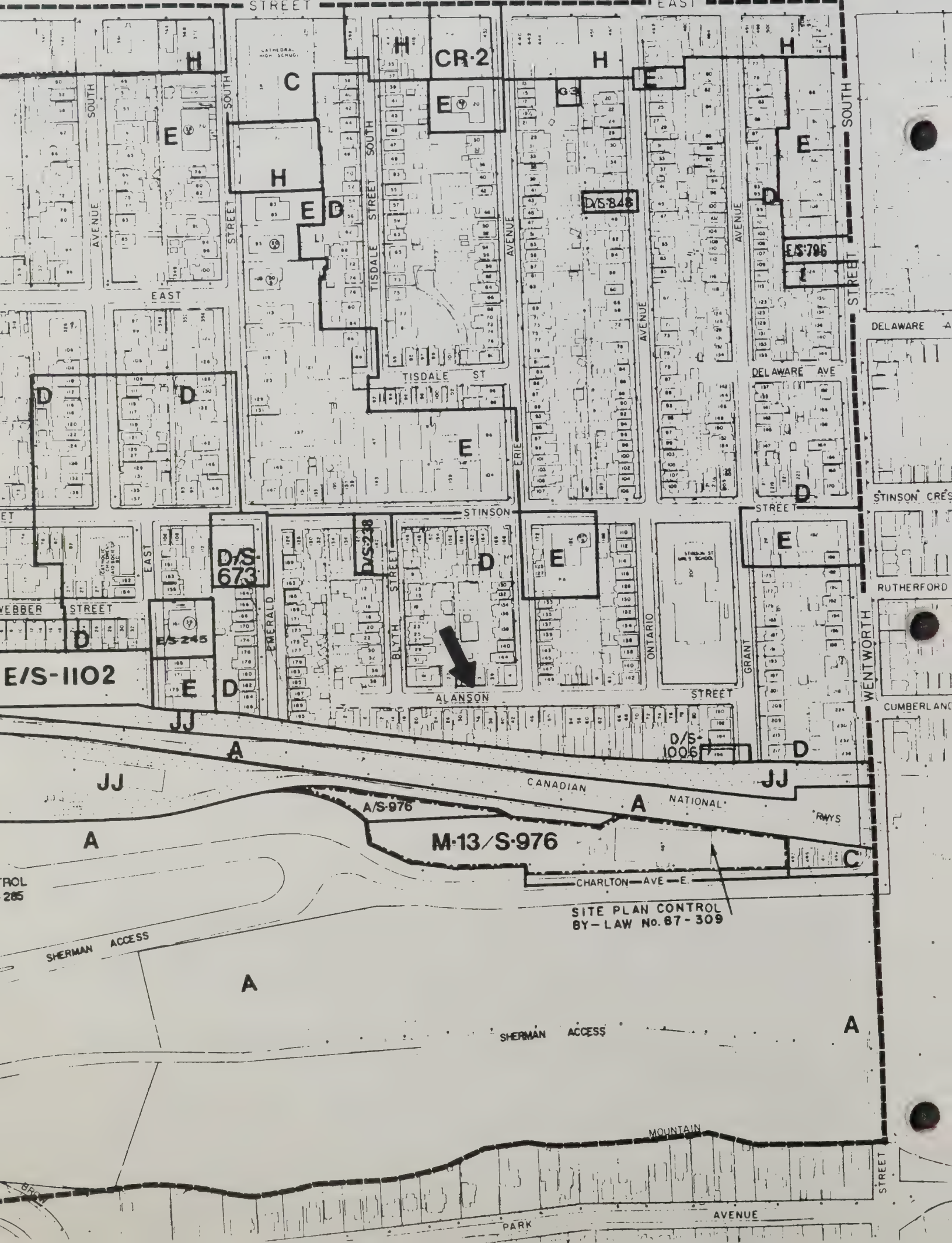
Sufficient funds are available in the 1996 operating budget to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from Ms. Brenda Mitchell, No. 38 Alanson Street, that the existing "Permit Parking" regulation on the east side of the street in front of No. 36 Alanson Street be removed since the resident, Mrs. Joanne Tomasiunas, has passed away. Mrs. Mitchell acted as agent on behalf of Mrs. Tomasiunas with respect to the implementation of the subject regulation. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one unrestricted on-street parking space to the south side of the street.

CVB/MBH/pb


STREET
EAST
SOUTH
AVENUE
STREET
CR-2
H
C
E
D
L
TISDALE STREET
TISDALE ST
ERIE
D/S-848
E/S-796
DELAWARE AVE
DELAWARE
STINSON CRES
STINSON
STREET
D/S-673
D/S-238
EMERALD
BLYTH
ONTARIO
GRANT
WENTWORTH
RUTHERFORD
CUMBERLAND
WEBBER
E/S-245
E/S-1102
ALANSON
D/S-1006
JJ
A
CANADIAN NATIONAL RWYS
A/S-976
M-13/S-976
CHARLTON AVE E
SITE PLAN CONTROL
BY-LAW No. 87-309
SHERMAN ACCESS
MOUNTAIN
PARK
AVENUE

2(BX1)(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 8
File No. TEC-245-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 32 Tisdale Street North - Amendment of a Residential Boulevard Parking Agreement

RECOMMENDATION:

(a) That the existing residential boulevard parking agreement registered as Instrument No. 453079 C.D. to the property at No. 32 Tisdale Street North be amended at the property owner's expense; and,

(b) That the City Solicitor be authorized and directed to process the documents in relation to the amendment of this agreement.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

In accordance with the present City Council policy, the property owner would continue to pay $20.00 to the City annually for insurance and administrative costs.

BACKGROUND:

In 1988, staff approved an application by the owner of the property at No. 32 Tisdale Street North to allow one vehicle to be parked partially on the City boulevard in front of this single family dwelling. The agreement was completed and registered in the Land Registry office by the owner of the property on 1988 April 20.

The owner of the property has now requested that the existing agreement be amended to allow two vehicles to be parked partially on the City boulevard in front of this house. Staff has concluded that there is sufficient space partially on the City boulevard and partially on the private property to accommodate two vehicles. The Committee of Adjustment at its meeting held 1996 October 9 granted a variance to allow the entire front yard to be paved. Therefore, staff concurs with the request.

CVB/MBH/kg

c.c. P. Noé Johnson, City Solicitor

26(X.i)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 6
File No. TEC-243-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 346 John Street North - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the east side of John Street North commencing at a point 58 feet north of Strachan Street East and extending to a point 25 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Margaret Campbell, 346 John Street North.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

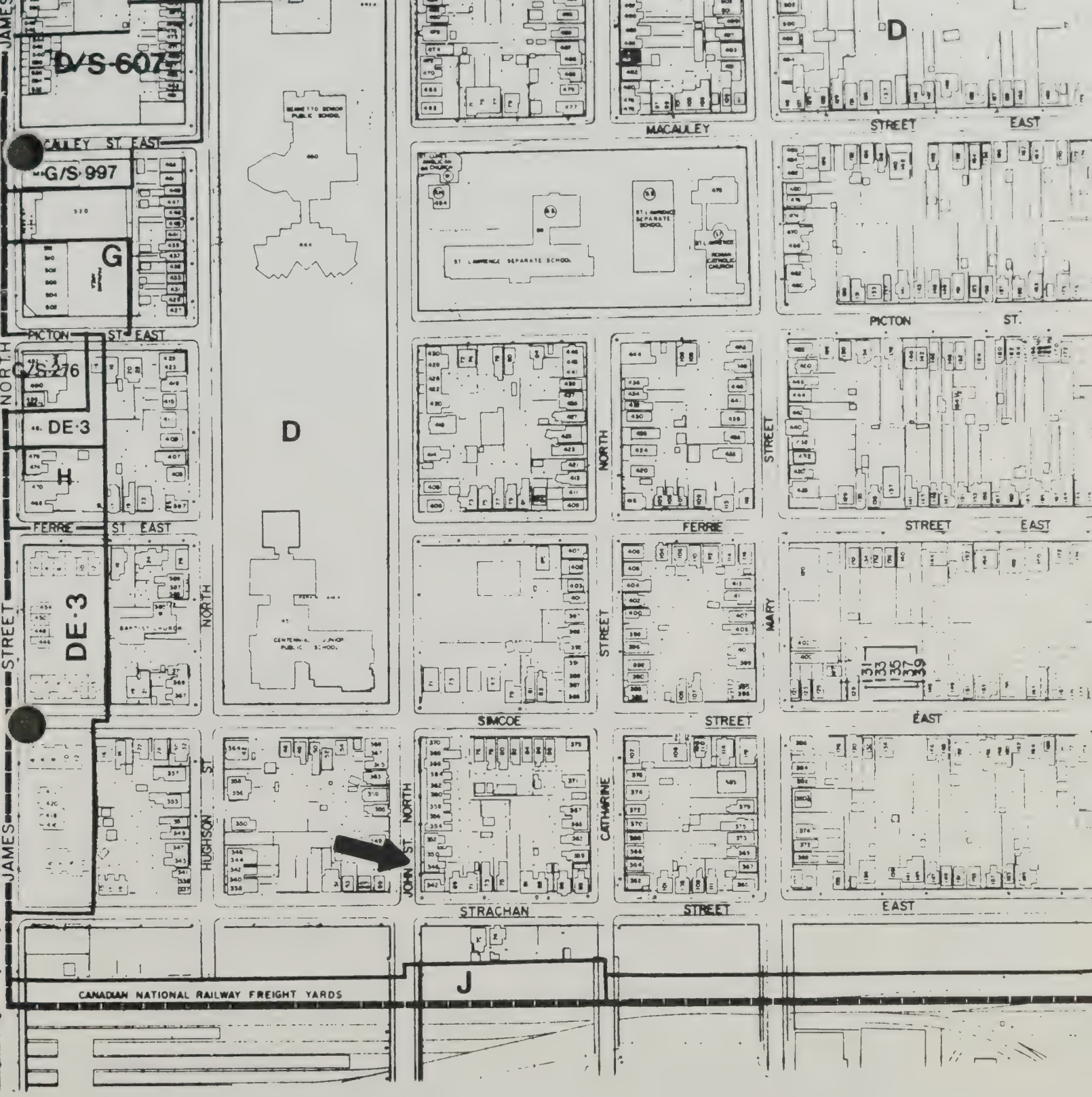
BACKGROUND:

Staff has received a request from Valeri Campbell, 358 John Street North, that a reserved "Permit Parking" space be designated on the east side of John Street North in front of her mother's home at 346 John Street North since she is disabled.

John has a 28 foot pavement width, and presently, parking is prohibited on the west side and there is unrestricted parking on the east side of the street in this area.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents' homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mrs. Margaret Campbell possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on private property. Therefore, staff concurs with the request.

CVB/MBH/klk


D/S-607
CALEY ST. EAST
G/S-997
G
PICTON ST. EAST
G/S-276
DE-3
H
FERRIE ST. EAST
DE-3
D
NORTH STREET
JAMES ST. NORTH
HUGHSON ST. NORTH
JOHN ST. NORTH
CATHARINE STREET NORTH
MARY STREET
MACAULEY STREET EAST
PICTON ST. EAST
FERRIE STREET EAST
SIMCOE STREET
STRACHAN EAST
J
CANADIAN NATIONAL RAILWAY FREIGHT YARDS

2(B)(i)(j)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 6
File No. TEC-244-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

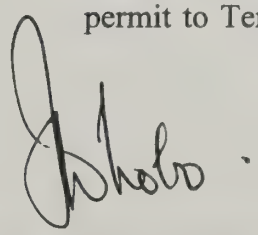
FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 10 Robins Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the east side of Robins Avenue commencing at a point 29 feet north of Sunnidale Street and extending to a point 21 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Tena Ehler, 10 Robins Avenue.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

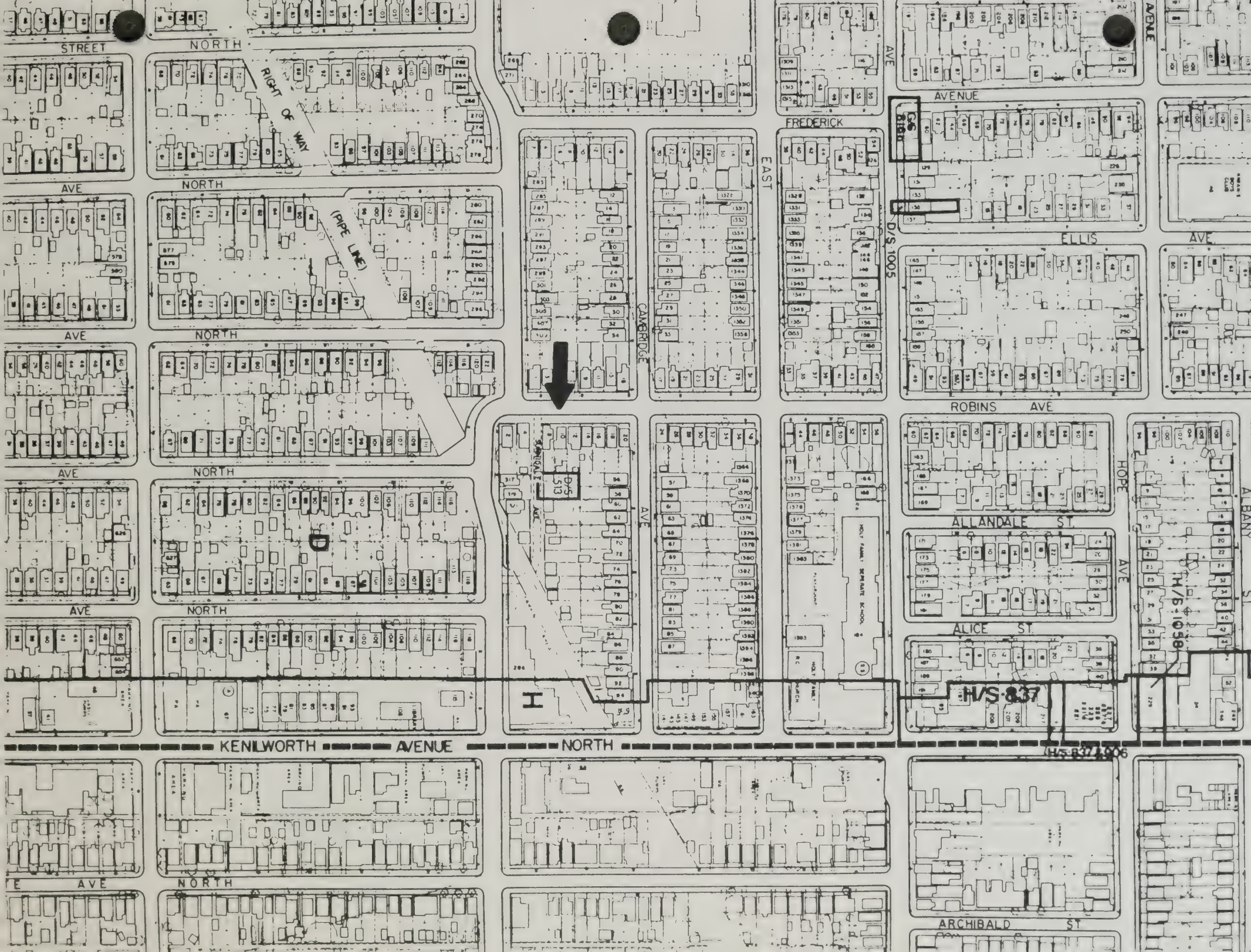
BACKGROUND:

Staff has received a request from Tena Ehler, 10 Robins Avenue, that a reserved "Permit Parking" space be designated on the east side of Robins Avenue in front of her home since she is disabled.

Robins has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year-round basis. However, Ms. Ehler has advised that she requires the space on her side of the street only so as not to inconvenience other area residents. Loading and unloading may occur on her side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents' homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Ms. Ehler possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on private property. Therefore, staff concurs with the request.

CVB/MBH/klk


STREET
NORTH
RIGHT OF WAY
AVE
NORTH
(PIPE LINE)
AVE
NORTH
AVE
NORTH
AVE
NORTH
EAST
CAMBRIDGE
FREDERICK
AVENUE
AVE
ELLIS
AVE
D/S 1005
ROBINS
AVE
ALLANDALE
ST.
HOPE
AVE
ALICE
ST.
H/S-837
H/S-1058
ALBANY
ST.
KENILWORTH
AVENUE
NORTH
(H/S-837 & 906)
ARCHIBALD
ST.

2(BXiV(k)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 01
File No. TEC-241-96 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 21 Oak Avenue
Request to Remove a "Wheel Chair Loading Zone"

RECOMMENDATION:

That the existing "Wheel Chair Loading Zone, 9:00 a.m. to 8:00 p.m., seven days a week" regulation on the west side of Oak Avenue commencing at a point 208 feet north of Cannon Street East and extending to a point 26 feet northerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

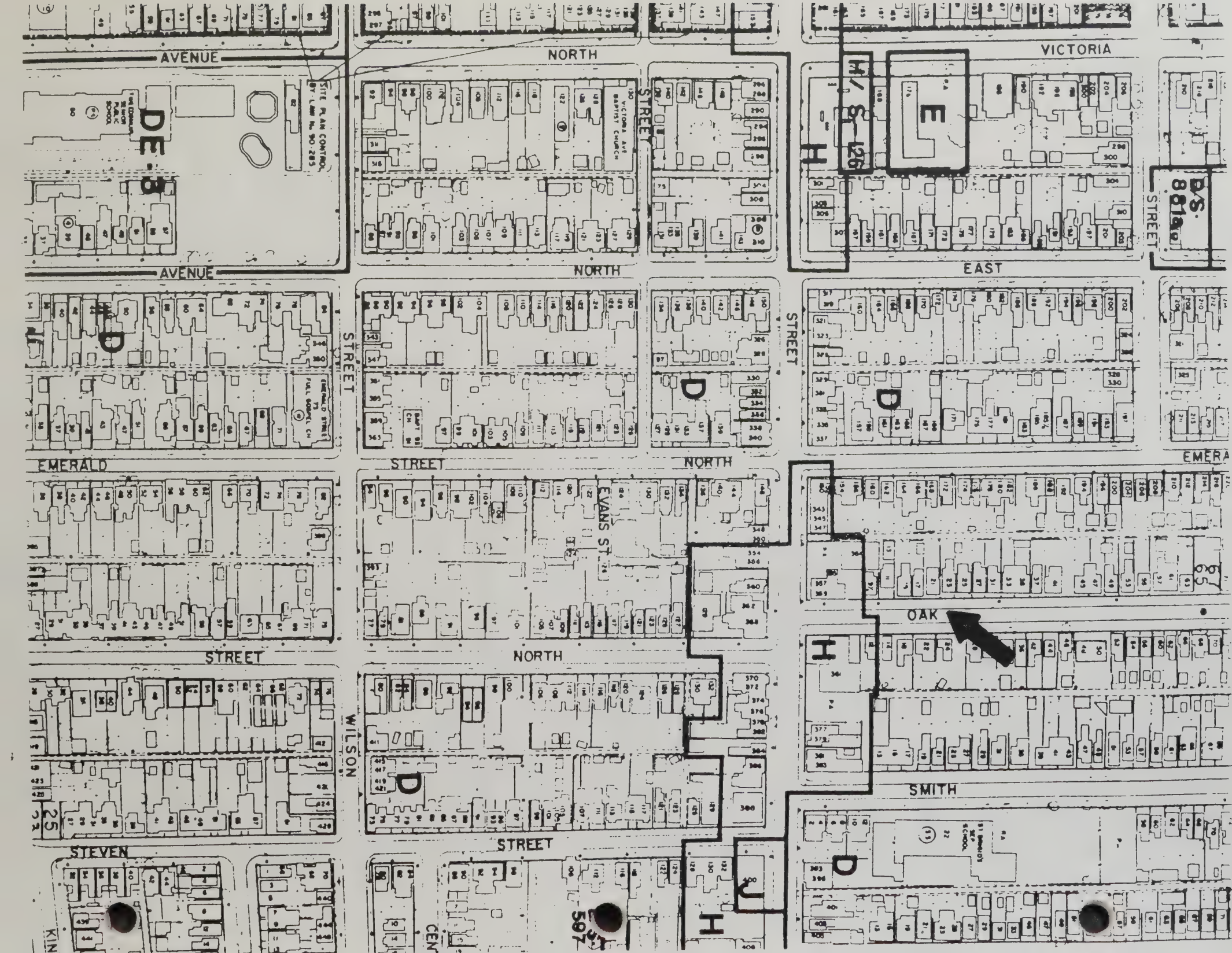
Sufficient funds are available in the 1996 operating budget to cover the cost of removing the subject signs.

BACKGROUND:

Staff has been advised, and has confirmed, that Mrs. Spafford, of 21 Oak Avenue, has passed away. City Council, at it's meeting of 1994 December 13, approved a request for the installation of a wheelchair loading zone because Mrs. Spafford was disabled and used Darts Buses. Since the regulation is no longer required, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one on-street parking space to the west side of the street which would be controlled by the existing "Alternate Side Parking" regulation.

CVB/MBH/pdb


AVENUE
NORTH
VICTORIA
STREET
AVENUE
NORTH
EAST
STREET
STREET
EMERALD
STREET
NORTH
EVANS ST.
NORTH
OAK
SMITH
STREET
WILSON
STEVEN
STREET
D
E
H
J
D.S.
8.81a
597

2(BXiX1)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 29
File No. TEC-239-96 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Parking Regulations on Cranbrook Drive Adjacent to R. A. Riddell School

RECOMMENDATION:

(a) That the "Wheelchair Loading Zone, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation on the west side of Cranbrook Drive commencing at a point 152 feet south of the south curb line of Greendale Drive and extending 40 feet southerly, be removed; and

(b) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the west side of Cranbrook Drive commencing at a point 152 feet south of the south curb line of Greendale Drive and extending 40 feet southerly therefrom; and

(c) That the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1996 departmental operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

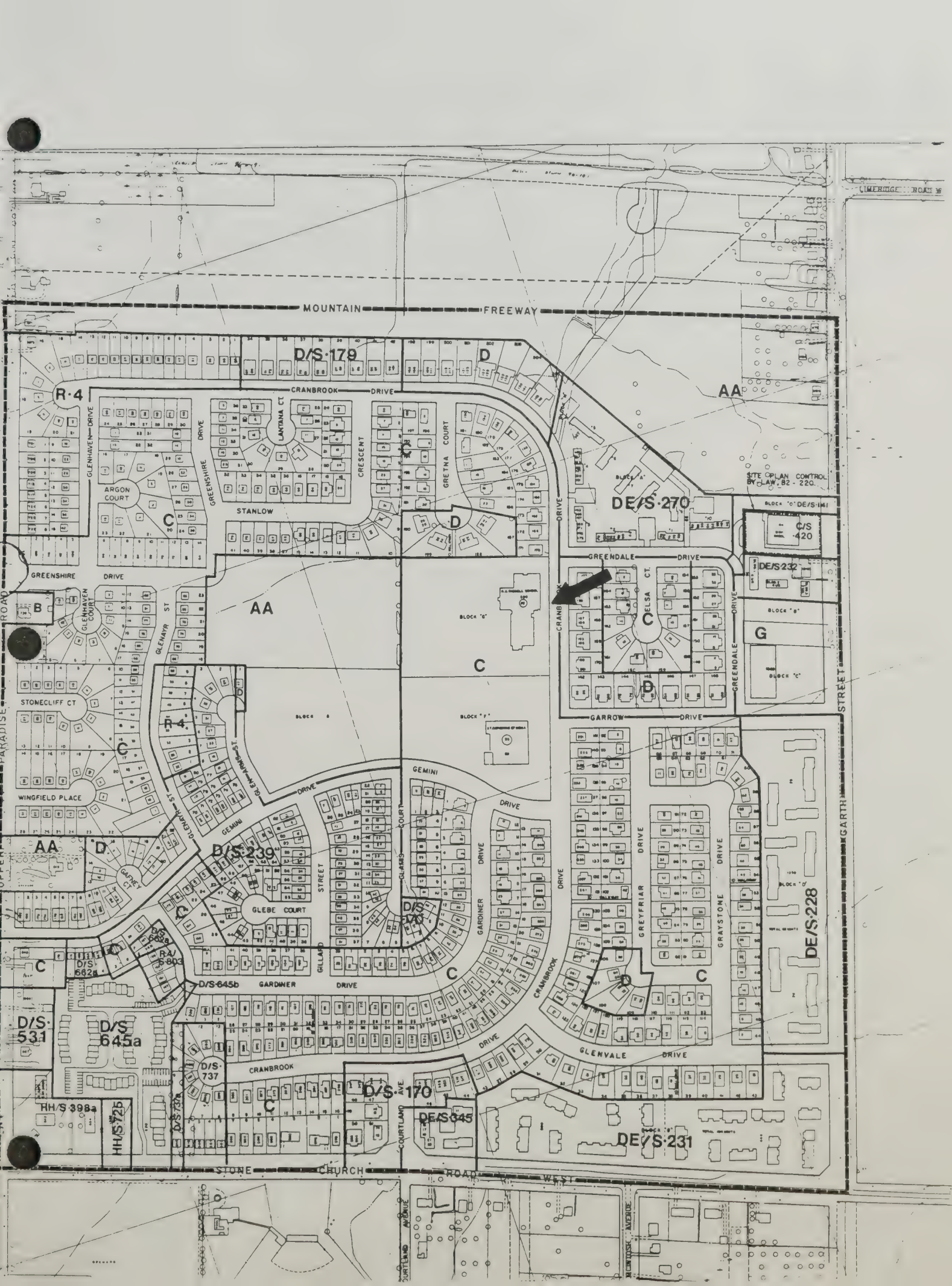
BACKGROUND:

The Principal of R. A. Riddell School has requested that the existing parking regulations on the west side of Cranbrook Drive be revised due to changes in the transporting of children to the school. In the past, the school was serviced by one school bus transporting "special needs" children. This bus no longer services this school, and it would be appropriate to remove the

Wheelchair Loading Zone. The school now has children transported to school by bus and in order to provide adequate curb side space for the bus the Principal has requested that a School Bus Loading Zone replace the area currently being used as the Wheelchair Loading Zone.

There is presently a "No Parking Anytime" regulation on the west side of Cranbrook in this area. Thus, there will be no loss of parking which could impact the neighbouring residential properties. Typically, much of the curb side activity is used by private vehicles picking up and dropping off children. Although school buses are permitted to stop to load and unload children in the existing "No Parking" area, the Ontario Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while the loading and unloading of school children is taking place on Cranbrook, staff concurs with this request.

TA/MBH/kg


MOUNTAIN FREEWAY
D/S·179
CRANBROOK DRIVE
R·4
GLENHAVEN DRIVE
ARGON COURT
GREENSHIRE DRIVE
LANTANA CT
CRESCENT
GRETNA COURT
STANLOW
AA
DE/S·270
SITE PLAN CONTROL BY-LAW 82-220
C/S 420
DE/S 232
GREENDALE DRIVE
GARROW DRIVE
ELSA CT.
GLENAYR ST
STONECLIFF CT
WINGFIELD PLACE
GEMINI
D/S·239
GLEBE COURT
GLASSIS STREET COURT
GARDINER DRIVE
GILLARD STREET
D/S 662a
D/S 662b
R/W S-803
D/S·645b
D/S·531
D/S 645a
D/S·737
D/S·170
HH/S·398a
HH/S·725
DE/S·345
DE/S·231
DE/S·228
GREYFRIAR DRIVE
GRAYSTONE DRIVE
CRANBROOK DRIVE
GLENVALE DRIVE
COURTLAND AVE.
STONE CHURCH ROAD WEST
GARTH STREET
PARADISE ROAD

2(B)(i)(m)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 31
File No. TEC-234-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: South side of Dalhousie Avenue, west of Ottawa Street North - Parking Regulations

RECOMMENDATION:

That the existing "No Stopping" regulation on the south side of Dalhousie Avenue commencing at Ottawa Street North and extending to a point 144 feet westerly therefrom be replaced with a "No Parking" regulation and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

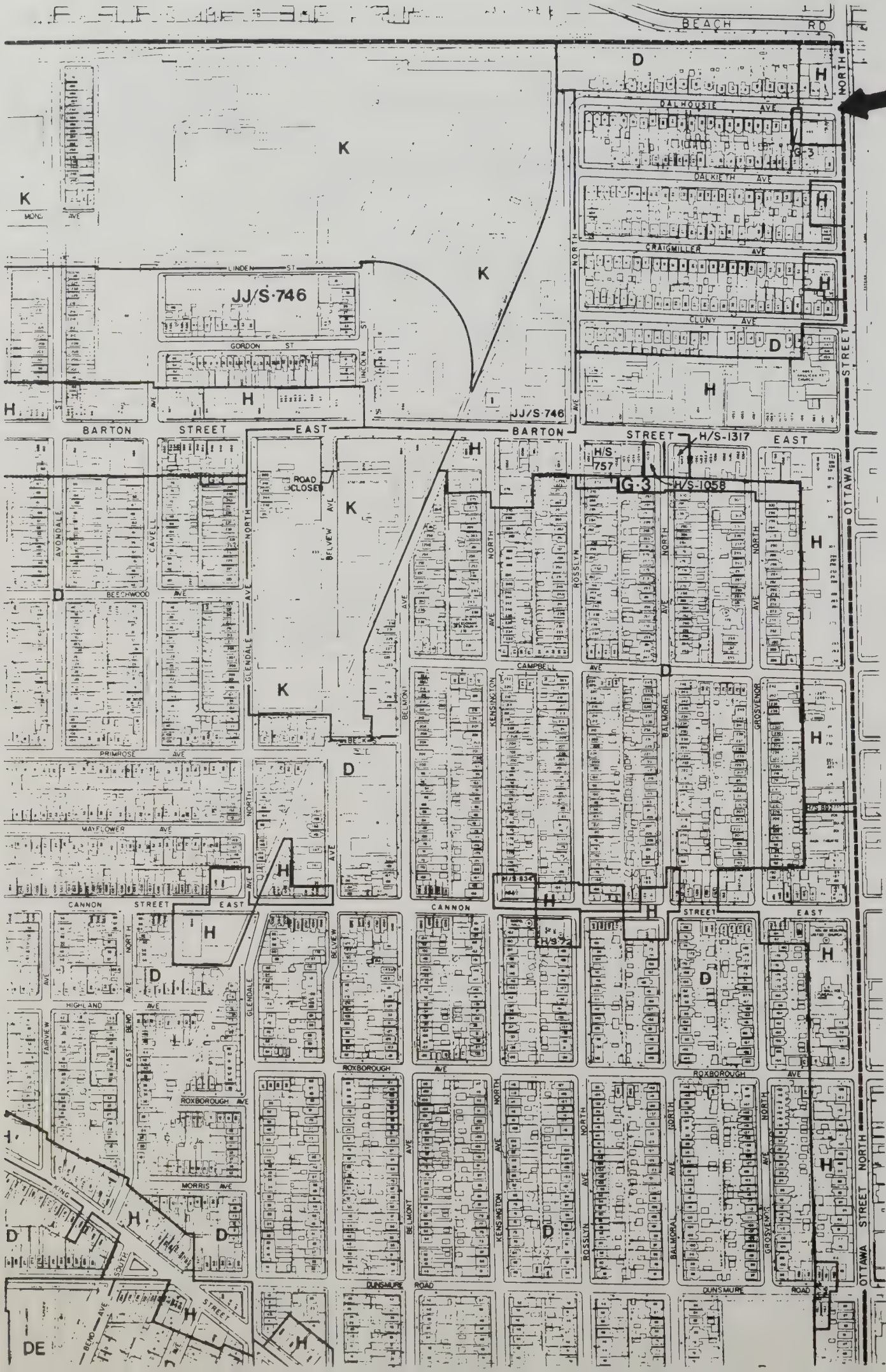
BACKGROUND:

Staff has received a request from Mr. Mike Marinelli, owner of Mike's Auto Service & Sales, 495 Ottawa Street North, that the existing "No Stopping" regulation on the south side of Dalhousie, adjacent to his business, be replaced with a "No Parking" regulation to allow short-term loading and unloading.

Dalhousie has a 28 foot pavement width, and presently, stopping is prohibited on both sides of the street, immediately west of Ottawa. The remainder of the street is signed with an "Alternate Side Parking" regulation. The "No Stopping" regulations were implemented for driveway clearances in 1986 as a result of requests from the owners of the two service stations on both corners of the intersection.

The implementation of the requested regulation would allow loading and unloading to occur adjacent to the business. Therefore, since Mr. Marinelli now wants the regulation changed to allow loading/unloading, staff concurs with the request.

CVB/MBH/klk


BEACH RD
DALHOUSIE AVE
DALKEITH AVE
CRAIGMILLER AVE
CLUNY AVE
NORTH STREET
OTTAWA STREET
JJ/S-746
LINDEN ST
GORDON ST
LINCOLN ST
BARTON STREET EAST
H/S-1317
H/S 757
G-3
H/S-1058
ROAD CLOSED
AVONDALE AVE
CAVELL AVE
BEECHWOOD AVE
BELVIEW AVE
GLENDALE AVE
BELMONT AVE
KENSINGTON AVE
ROSSLYN AVE
BALMORAL AVE
GROSVENOR AVE
CAMPBELL AVE
PRIMROSE AVE
MAYFLOWER AVE
CANNON STREET EAST
HIGHLAND AVE
ROXBOROUGH AVE
MORRIS AVE
DUNSMURE ROAD
FAIRVIEW AVE
KING ST
STREET
AVE
DE

2(BXiX(n)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 1
File No. TEC-236-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: North side of Hurst Place between Park Street South and MacNab Street South - Parking Regulations

RECOMMENDATION:

That the existing "No Parking" regulation on the north side of Hurst Place between Park Street South and MacNab Street South be replaced with a "No Stopping" regulation and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

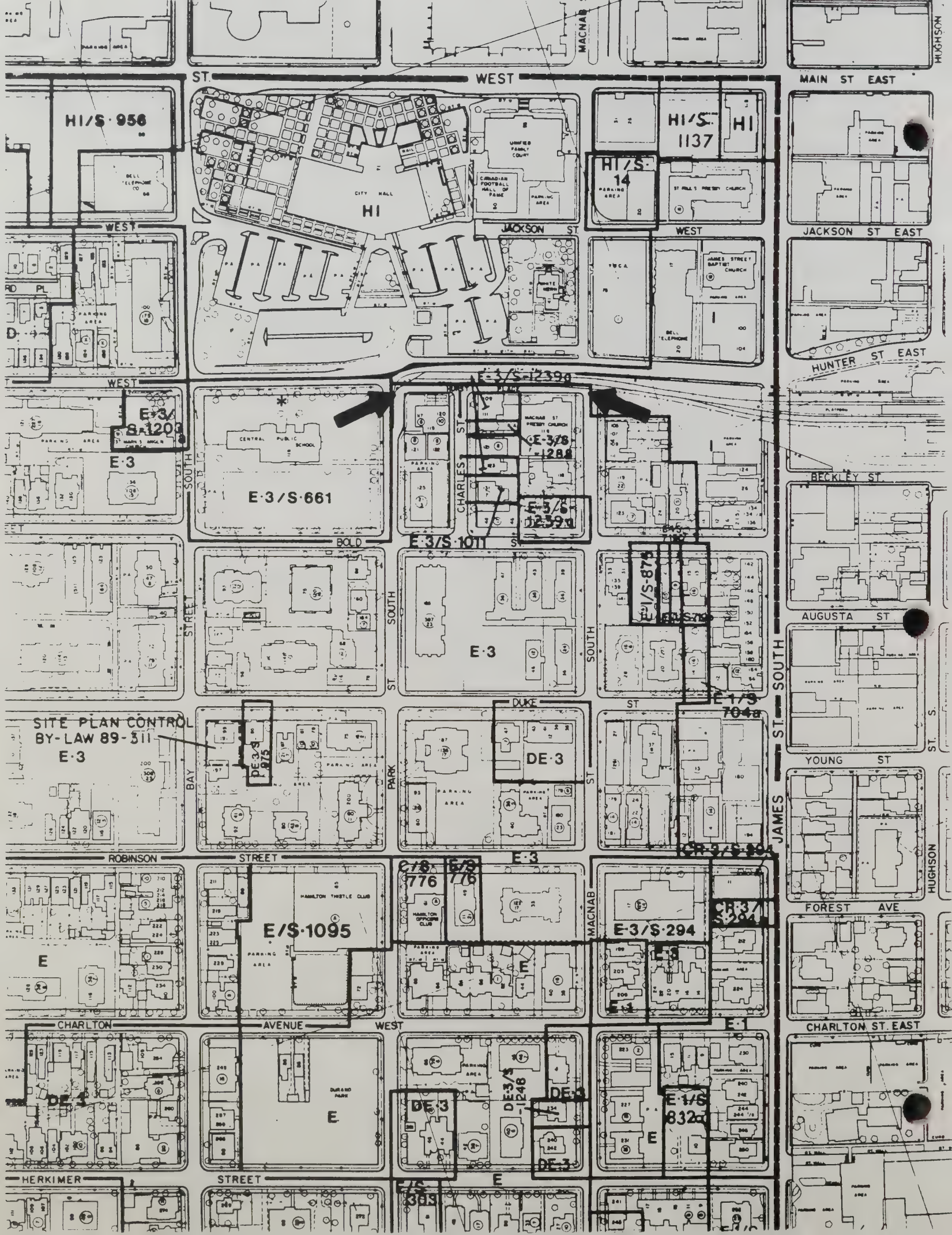
Sufficient funds are provided in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

During recent reconstruction on Hurst Place, it was noted that parking is prohibited on both sides of the street between Park Street South and MacNab Street South.

Hurst is operated one-way westbound and has a narrow pavement width of only 14 feet. Vehicles loading/unloading on both sides of the street would completely block the roadway and, therefore, it would be appropriate to replace the "No Parking" regulation on the north side of the street with a "No Stopping" regulation.

CVB/MBH/klk


ST WEST
MAIN ST EAST
HI/S·956
HI/S·1137
HI
HI/S·14
CITY HALL
JACKSON ST
JACKSON ST EAST
WEST
HUNTER ST EAST
E-3/S-1239a
E-3/S-1203
E·3
CENTRAL PUBLIC SCHOOL
E·3/S·661
CHARLES ST
E-3/S-1288
E-3/S-1239a
BECKLEY ST.
BOLD ST
E·3/S·1011
E-1/S-875
AUGUSTA ST
STREET SOUTH
E·3
SOUTH ST
SITE PLAN CONTROL
BY-LAW 89-311
E·3
DE·3
DE·3/S-975
BAY
PARK
DUKE ST
E-1/S-704a
YOUNG ST
JAMES ST. SOUTH
ROBINSON STREET
E·3
E/S-776
E/S-776
E/S-1095
MACNAB
E-3/S-294
CR-3/S-294
HUGHSON
FOREST AVE
E
CHARLTON AVENUE WEST
CHARLTON ST. EAST
DE·3
DE·3/S-1248
DE·3
DE·3
E-1/S-832a
HERKIMER STREET
E
E/S-305

CITY OF HAMILTON

- RECOMMENDATION -

2(BX1)(0)

DATE: 1996 October 29
File No. TEC-232-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Fairleigh Avenue North between King Street East and Wilson Street - Parking Regulations

RECOMMENDATION:

That the existing "Alternate Side Parking" regulation on Fairleigh Avenue North between King Street East and Wilson Street be replaced with a "No Parking Anytime" regulation on the east side and unrestricted parking on the west side and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

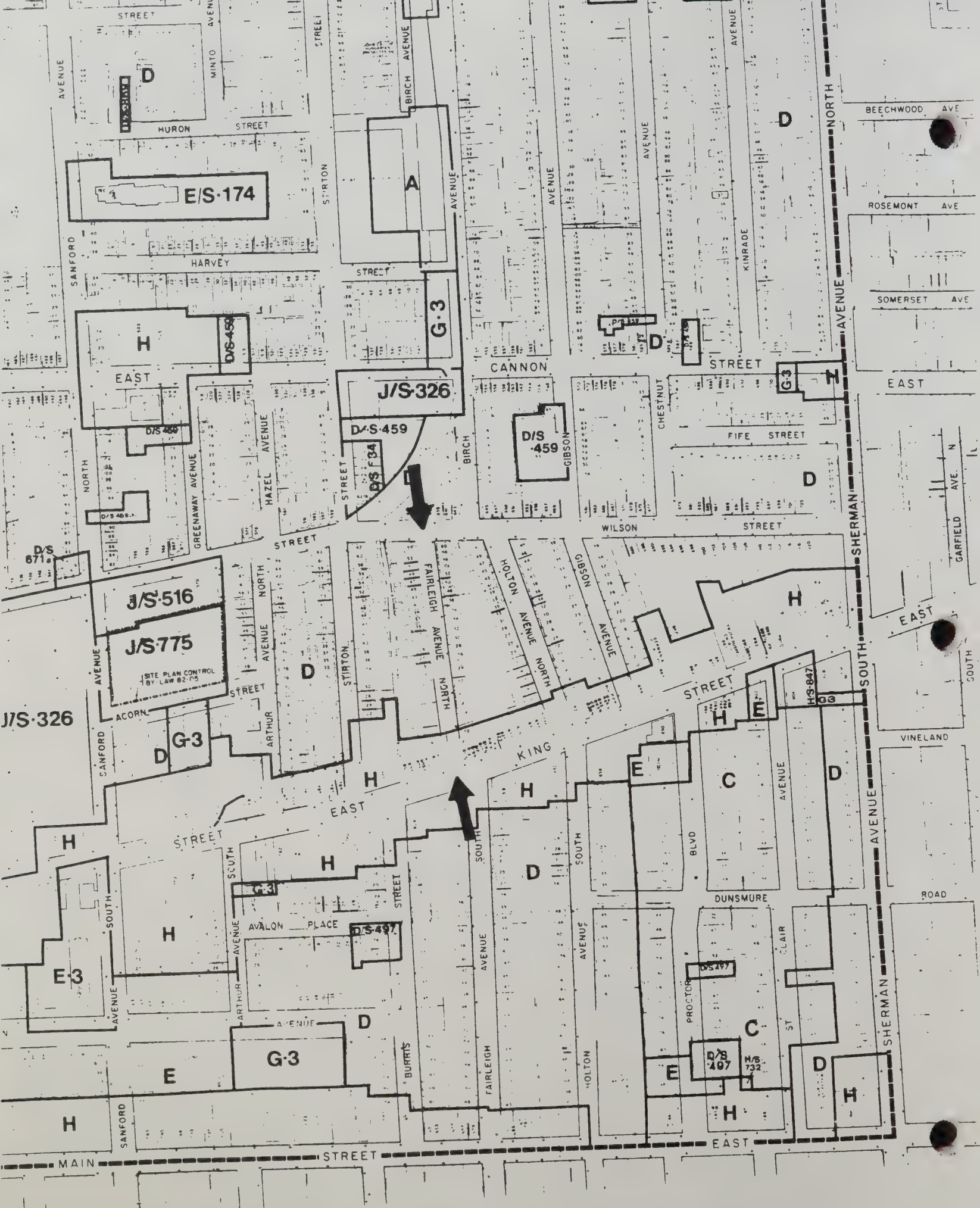
Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a petition signed by representatives of 29 of the 44 residential properties abutting Fairleigh between King and Wilson requesting that the existing "Alternate Side Parking" regulation be replaced with a "No Parking" regulation on the east side and unrestricted parking on the west side of the street in this block. Twenty-seven residents who signed the petition are in favour of the requested regulation and two are opposed.

Fairleigh has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this block. The resident who circulated the petition has expressed concern that there are more parking spaces on the west side than there are on the east side. An investigation has confirmed that there are 25 spaces on the west side and only 17 spaces on the east side. Therefore, since 61 percent of the abutting residents are in favour of changing the existing parking regulations, staff concurs with the request.

CVB/MBH/klk


E/S-174
J/S-326
D/S-459
J/S-516
J/S-775
SITE PLAN CONTROL BY-LAW 82-03
D/S 671
D/S 497
H/S 847
H/S 732
D/S 407
HURON STREET
HARVEY
CANNON STREET
WILSON STREET
FIFE STREET
ACORN
AVALON PLACE
DUNSMURE ROAD
VINELAND
MAIN STREET EAST
KING STREET EAST
SHERMAN AVENUE NORTH
SHERMAN AVENUE SOUTH
BEECHWOOD AVE
ROSEMONT AVE
SOMERSET AVE
GARFIELD AVE. N
SANFORD AVENUE
BIRCH AVENUE
STIRTON AVENUE
HAZEL AVENUE
GREENAWAY AVENUE
FAIRLEIGH AVENUE NORTH
HOLTON AVENUE NORTH
GIBSON AVENUE
ARTHUR AVENUE
BURRITS AVENUE
FAIRLEIGH AVENUE
HOLTON AVENUE
PROCTOR BLVD
CLAIR AVE
KINRADE AVENUE
CHESTNUT AVENUE
MINTO AVENUE
GIBSON
BIRCH
CHESTNUT
PROCTOR
CLAIR ST

2(B)(i)(P)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 29
File No. TEC-156-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Studholme Road between Aberdeen Avenue and Beddoe Drive - Parking Regulations

RECOMMENDATION:

That a "No Parking, 7:00 a.m. to 8:00 p.m., Seven Days a Week" regulation be implemented on the west side of Studholme Road commencing at a point 273 feet south of Aberdeen Avenue and extending to a point 141 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

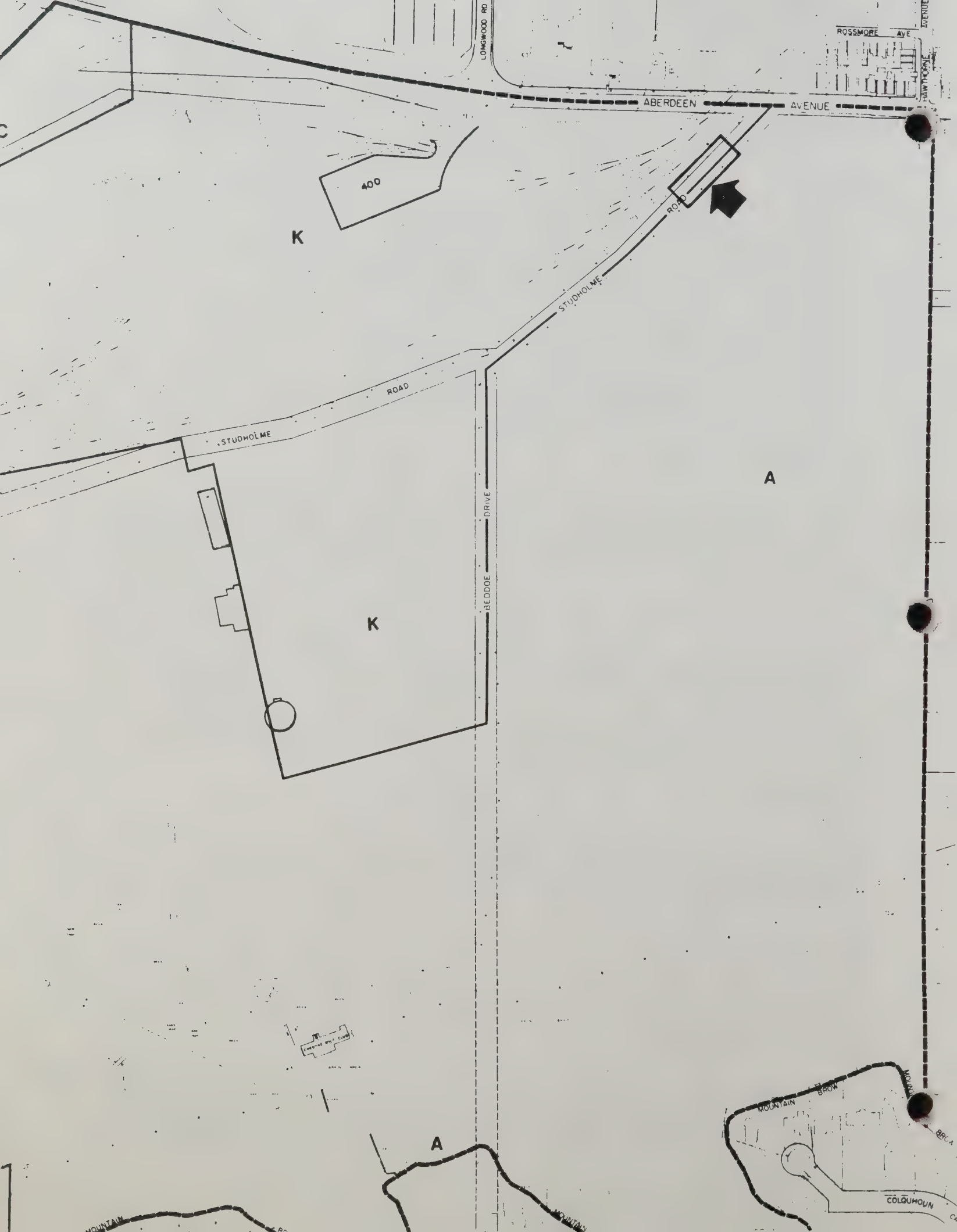
BACKGROUND:

Staff has received a request from Dave Cowan, Manager of Outdoor Sports Facilities, Culture and Recreation Department, that a "No Parking, 7:00 a.m. to 8:00 p.m., Seven Days a Week" regulation be implemented on a portion of the west side of Studholme as parked vehicles in this area are being damaged by golf balls from the Chedoke Golf Club Tee No. 13.

Studholme has a 30 foot pavement width, and presently, there is a "No Parking" regulation on both sides of the street except for a 291 foot section of unrestricted parking on the west side just south of Aberdeen. Staff has investigated this request and has confirmed that parked vehicles in a portion of this area are in jeopardy of being damaged by a stray golf ball. Therefore, staff concurs with this request.

The implementation of the requested regulation will result in a loss of approximately seven on-street parking spaces during the day. However, there would be eight full-time parking spaces remaining and seven additional spaces available after 8:00 p.m..

CVB/MBH/klk


ABERDEEN AVENUE
LONGWOOD RD
ROSSMORE AVE
400
K
STUDHOLME ROAD
STUDHOLME ROAD
A
K
BEDDOE DRIVE
A
MOUNTAIN BROW
COLQUHOUN

2(B)(i)(q)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 18
File No. TEC-254-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: West 34th Street between Scenic Drive and Angela Avenue
- Parking Regulations

RECOMMENDATION:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of West 34th Street between Scenic Drive and Angela Avenue and that the City Traffic By-law 89-72 be amended accordingly.

C. Litt-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

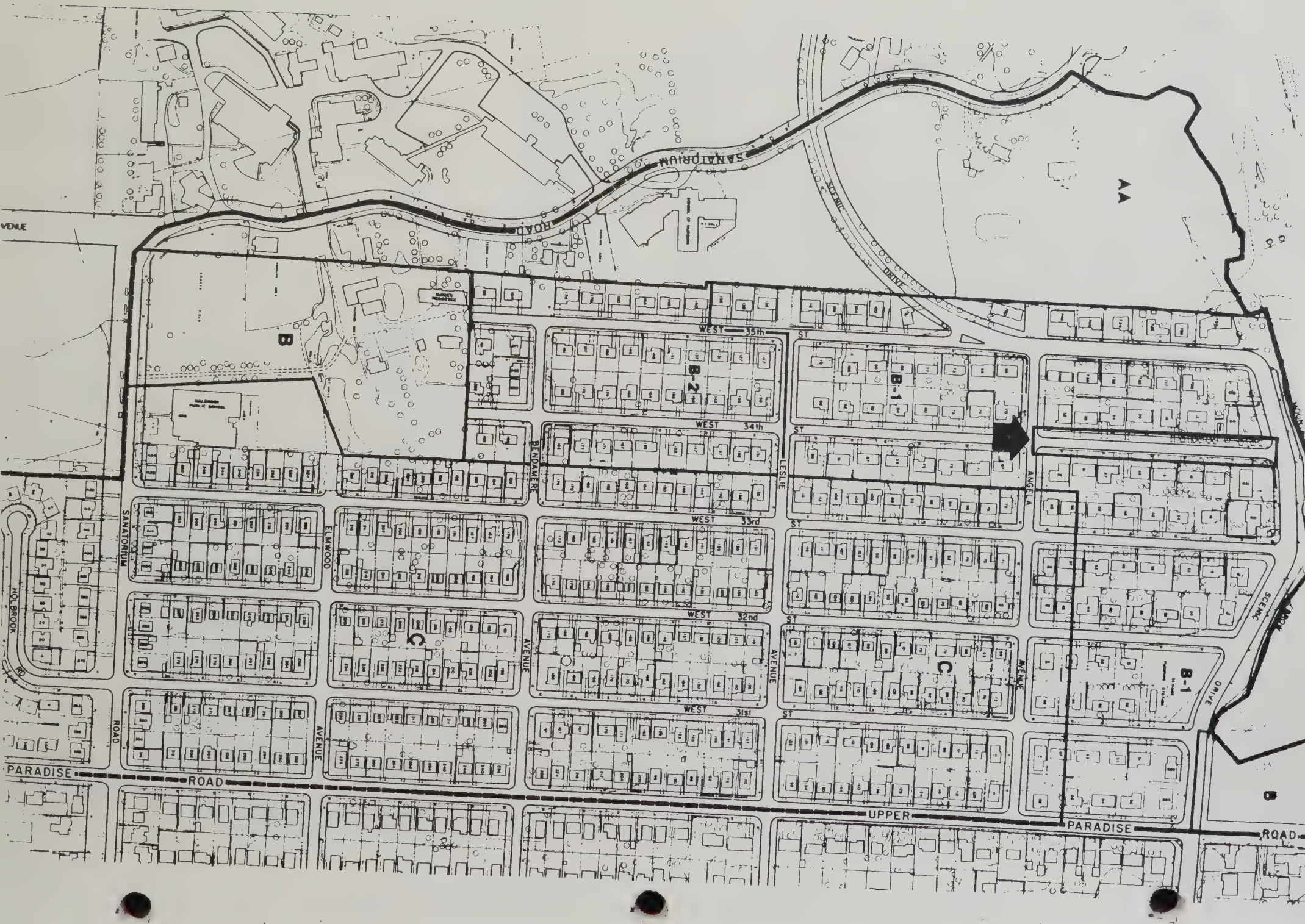
Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Staff has received a petition signed by representatives of 10 of the 15 residential properties abutting West 34th between Scenic and Angela requesting that a one or two hour parking time limit be implemented on both sides of the street in this block. All of the petitioners are in favour of the requested regulation.

West 34th has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students of Mohawk College School of Nursing. The implementation of the requested regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24. (plus G.S.T.) per permit each year to exempt their vehicle(s) from the signed time limit regulation. Therefore, since 67 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request, and recommends that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of the street to be consistent with other streets in this area.

CVB/MBH/kg


SANATORIUM ROAD
SCENIC DRIVE
WEST 35th ST
WEST 34th ST
WEST 33rd ST
WEST 32nd ST
WEST 31st ST
B-2
B-1
C
B
BENDAMERE AVENUE
LESLIE AVENUE
ANGELA AVENUE
SANATORIUM ROAD
ELMWOOD AVENUE
HOLBROOK ROAD
SCENIC DRIVE
PARADISE ROAD
UPPER PARADISE ROAD

2(B)(i)(r)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 14
File No. TEC-250-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Wembley Road between West 5th Street and Upper James Street - Parking Regulations

RECOMMENDATION:

That the hours of the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the south side of Wembley Road between West 5th Street and Upper James Street be revised such that the regulation is in effect until 8:00 p.m. and that the City Traffic By-law 89-72 be amended accordingly.

C Luff-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of revising the subject signs. However, the $24. annual charge for each parking permit off-sets the costs to some degree.

BACKGROUND:

Alderman Frank D'Amico has forwarded a petition signed by representatives of 14 of the 20 residential properties abutting Wembley between West 5th and Upper James requesting that the hours of the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the south side of the street be revised such that the regulation is in effect until 8:00 p.m. Twelve of the 14 residents that signed the petition are in favour of the requested regulation and two residents are opposed.

Wembley has a 28 foot pavement width, and presently, there is a "No Parking" regulation on the north side and a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the south side of the street from West 5th to Upper James. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students of Mohawk College in the evening. Extending the hours of the existing regulation would prohibit the long-term non-resident parking that occurs later in the evening. Therefore, since 60 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

CVB/MBH/kg

FENNELL AVENUE WEST
FENNELL AVE E
FIFTH STREET WEST
JAMES STREET UPPER
MONARCH ROAD
WEMBLEY ROAD
MCELROY ROAD WEST
MCELROY RD E
SOUTH BEND ROAD
SOUTH BEND RD E
RICHWILL ROAD
MOHAWK ROAD WEST
MOHAWK RD E
FOURTH STREET WEST
THIRD STREET WEST
SECOND STREET WEST
FIRST STREET WEST
AVENUE
ALLENBY
CHURCH
H/S-1282
SITE PLAN CONTROL
BY-LAW No. 93-165
H/S-1281a
H-H/S-1281
SITE PLAN CONTROL
BY-LAW No. 92-245
G-1
G-2
G-3
H
C

CITY OF HAMILTON

- RECOMMENDATION -

26(B)(i)(s)

DATE: 1996 November 18
File No. TEC-252-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: East 36th Street - Parking Regulations

RECOMMENDATION:

That a "No Stopping" regulation be implemented on both sides of East 36th Street commencing at the north end and extending to a point 120 feet southerly on the east side and 82 feet southerly on the west side and that the City Traffic By-law 89-72 be amended accordingly.

C. Van Berkel for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

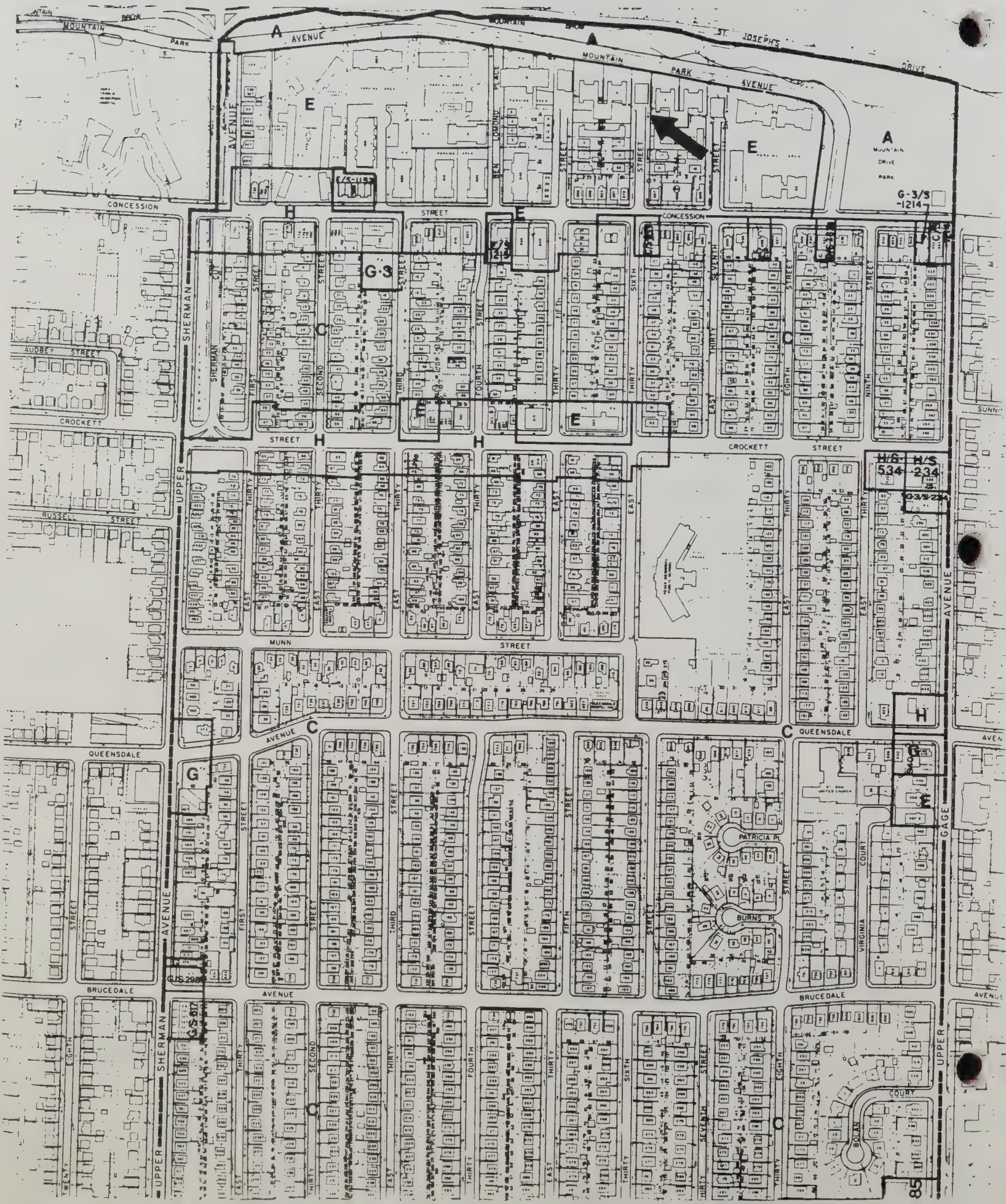
City Council at its meeting held 1996 September 24, approved a request from E. Alexander, owner of the apartment building at No. 1 East 36th Street, to close a portion of the road allowance of East 36th Street at the northerly end of the street in order to legalize three parking spaces in front of the subject apartment building.

Alderman Jackson, Mr. Alexander, apartment residents and staff recently met on site to discuss the parking arrangements.

East 36th has a 30 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. There is a fire hydrant and a 73 foot driveway approach on the west side of the street immediately south of the subject closure. There is 26 feet of curb space on the east side of the street, south of the closure, such that parked vehicles in this area would block in parked vehicles in the closure area. Therefore, staff recommend that stopping be prohibited on both sides of the street south of the subject closure, and those in attendance at the meeting all concurred with the recommendation.

The implementation of the proposed regulation would result in a loss of only one on-street parking space for half of each month, April to November, under the existing "Alternate Side Parking" regulation but would prevent vehicles from being blocked in.

CVB/MBH/klk


MOUNTAIN BROW PARK
A AVENUE
MOUNTAIN BROW
ST. JOSEPHS DRIVE
MOUNTAIN PARK AVENUE
A MOUNTAIN DRIVE PARK
BEN LOMOND PLACE
E/S-1192
G-3/S -1214
CONCESSION
STREET
SHERMAN AVENUE
AUDREY STREET
CROCKETT STREET
RUSSEL STREET
UPPER SHERMAN AVENUE
MUNN STREET
QUEENSDALE AVENUE
BRUCEDALE AVENUE
PATRICIA PL
BURNS PL
VIRGINIA COURT
BOLAN COURT
GAGE AVENUE
H/S 534-234
G/S 288
G/S 1
85

2(BXiX(t)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 21
File No. TEC-260-96 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 42 Primrose Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the north side of Primrose Avenue commencing at a point 29 feet west of Cavell Avenue and extending to a point 18 feet westerly therefrom, and on the south side of Primrose Avenue commencing at a point 56 feet west of the extended west curb line of Cavell Avenue and extending to a point 18 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Norma Symington, 42 Primrose Avenue.

C. Litt-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

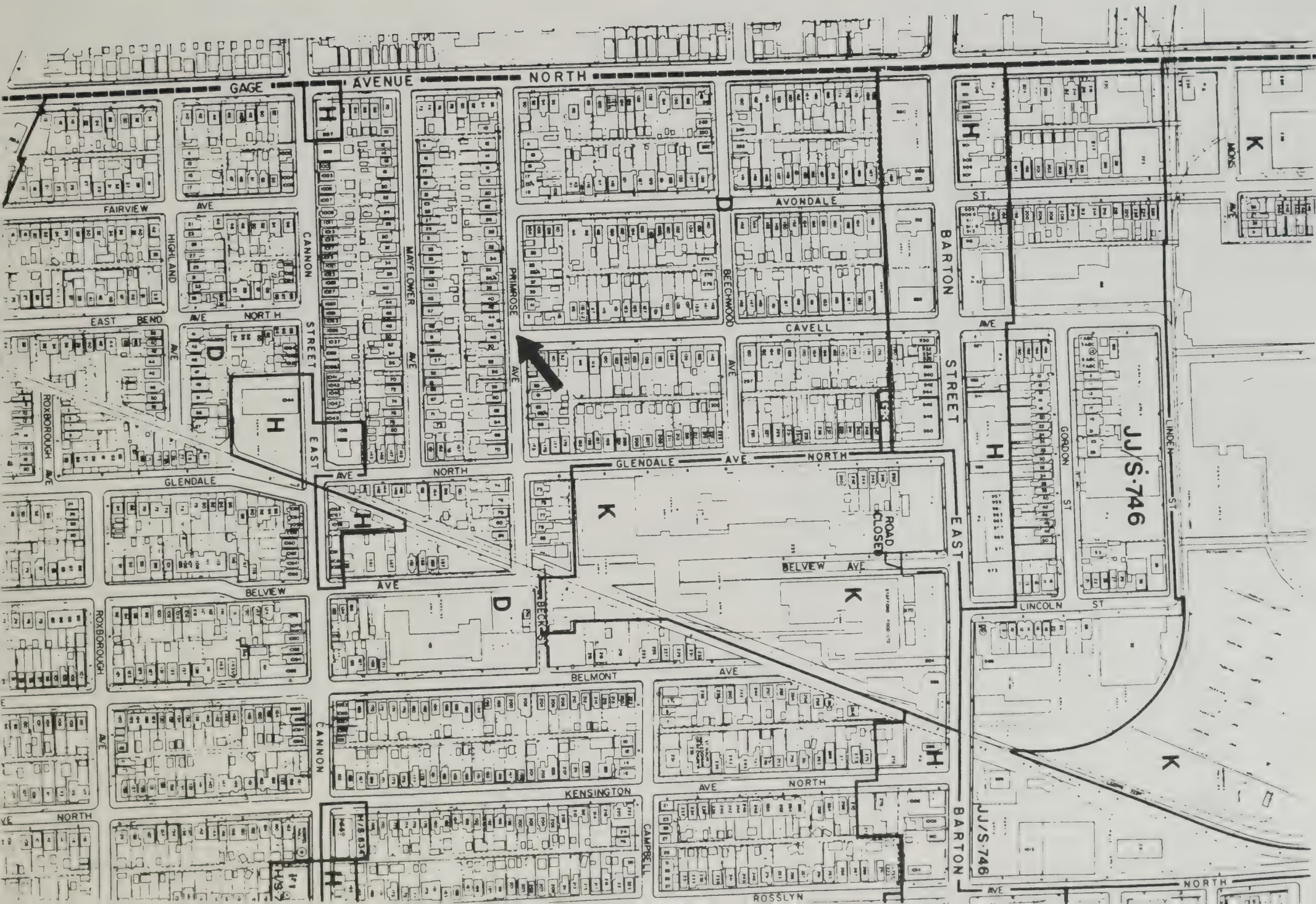
BACKGROUND:

Staff has received a request from Mr. Jerry Symington, 42 Primrose Avenue, that a reserved "Permit Parking" space be implemented on both sides of Primrose Avenue, directly in front of and across from his home, since his wife is disabled.

Primrose Avenue has a 27 foot pavement width, and, at present, there is an "Alternate Side Parking" regulation in this area. The normal practice is to reserve a "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year-round basis. The resident of 111 Cavell Street, Mrs. Maurice Piper, has agreed to the implementation of the reserved "Permit Parking" regulation on the north side of Primrose Avenue, abutting her residence, for use by Mrs. Symington.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents' homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mrs. Symington possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on private property. Therefore, staff concurs with the request.

CVB/MBH/pdb


GAGE AVENUE NORTH
FAIRVIEW AVE
HIGHLAND AVE
EAST BEND AVE
NORTH
CANNON STREET
MAYFLOWER AVE
PRIMROSE AVE
AVONDALE
BEECHWOOD AVE
CAVELL AVE
BARTON ST
ROXBOROUGH AVE
GLENDALE AVE NORTH
EAST STREET
ROAD CLOSED
BELVIEW AVE
BECK ST
BELMONT AVE
KENSINGTON AVE NORTH
CAMPBELL AVE
ROSSLYN AVE NORTH
GORDON ST
LINDEN ST
LINCOLN ST
JJ/S-746
H
D
K

2(B)(i)(u)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 22
File No. TEC-264-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 301 Cumberland Avenue - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the west side of Norway Avenue commencing at a point 24 feet north of Cumberland Avenue and extending to a point 20 feet northerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

C. Tutt-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from Mr. Webb, 301 Cumberland Avenue, that the existing "Permit Parking" space on the west side of Norway adjacent to his home be removed since his son recently moved. Therefore, staff concurs with the request.

The removal of the "Permit Parking" regulation will restore one on-street parking space which would be controlled by the existing "Alternate Side Parking" regulation.

CVB/MBH/klk


MAIN STREET
EAST
H/S-633
H/S 633
E-2/S 895
H/S-577
H/S 733a
GP3
E/S-86
D/S-209
D/S-880
D/S 478
Lmr-2
M-14
J
JJ
C
E
A
RAILWAYS
CANADIAN NATIONAL RLYS
MOUNTAIN PARK AVE
MOUNTAIN BROW
SHERMAN ACCESS
SHERMAN AVENUE
MAPLEWOOD AVENUE
ROSELAND AVE
CUMBERLAND AVENUE
AFTON
ASHFORD BLVD
SPRINGER AVENUE
ALBERT STREET
SOUTH ELM STREET
GILMOUR PLACE
PROSPECT STREET
CEDAR AVENUE
BALSAM AVENUE
BLAKE AVENUE
NORWAY AVENUE
LORNE AVENUE

2(B)(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 18
File No. TEC-257-96 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Appleblossom Street and Chester Avenue - Intersection Control

RECOMMENDATION:

That all-way stop control be implemented at the intersection of Appleblossom Street and Chester Avenue, and that the City Traffic By-law 89-72 be amended accordingly.

L. Lutt-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

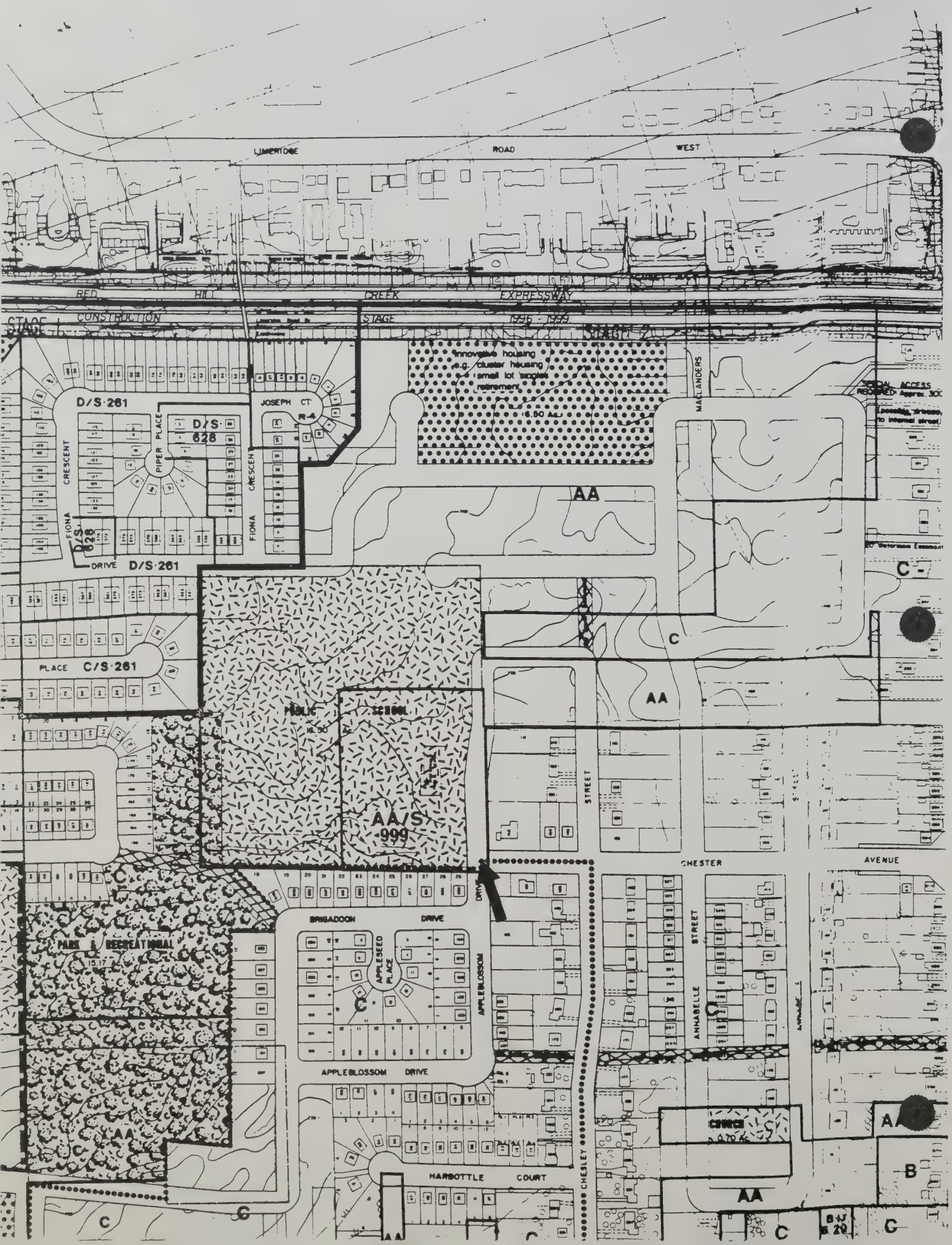
Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND:

Staff has received a request from Mr. Dale Pyke, Principal of James MacDonald School, requesting an investigation into the need for all-way stop control at the intersection of Appleblossom and Chester.

The subject intersection is a "T" type intersection, and presently, westbound traffic on Chester is required to stop for northbound and southbound traffic on Appleblossom. The intersection meets at least one of the criteria respecting the use of all direction stop control since it is immediately adjacent to an unfenced school/park. Therefore, staff concurs with the request.

TA/MBH/kg


LIMERIDGE
ROAD
WEST
RED HILL CREEK EXPRESSWAY
STAGE 1 CONSTRUCTION
STAGE 1995 - 1999
STAGE 2
Innovative housing
e.g. cluster housing
small lot singles
retirement
6.50 Ac.
MACLANDERS
SPECIAL ACCESS
REQUIRED Approx. 30C
JOSEPH CT
R-4
D/S-261
D/S-628
PIPER PLACE
CRESCENT
FIONA
DRIVE
AA
C
PLACE C/S-261
PUBLIC SCHOOL
AA/S-999
STREET
CHESTER
AVENUE
BRIGADOON
DRIVE
PARK & RECREATIONAL
15.17
APPLESEED PLACE
APPLEBLOSSOM
APPLEBLOSSOM DRIVE
HARBOTTLE COURT
CHESLEY
ANNABELLE
CHURCH
A
B
AA
C

2(B)(ii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 29
File No. TEC-231-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Montclair Avenue and Grosvenor Avenue South - Intersection Control

RECOMMENDATION:

That all-way stop control be implemented at the intersection of Montclair Avenue and Grosvenor Avenue South and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

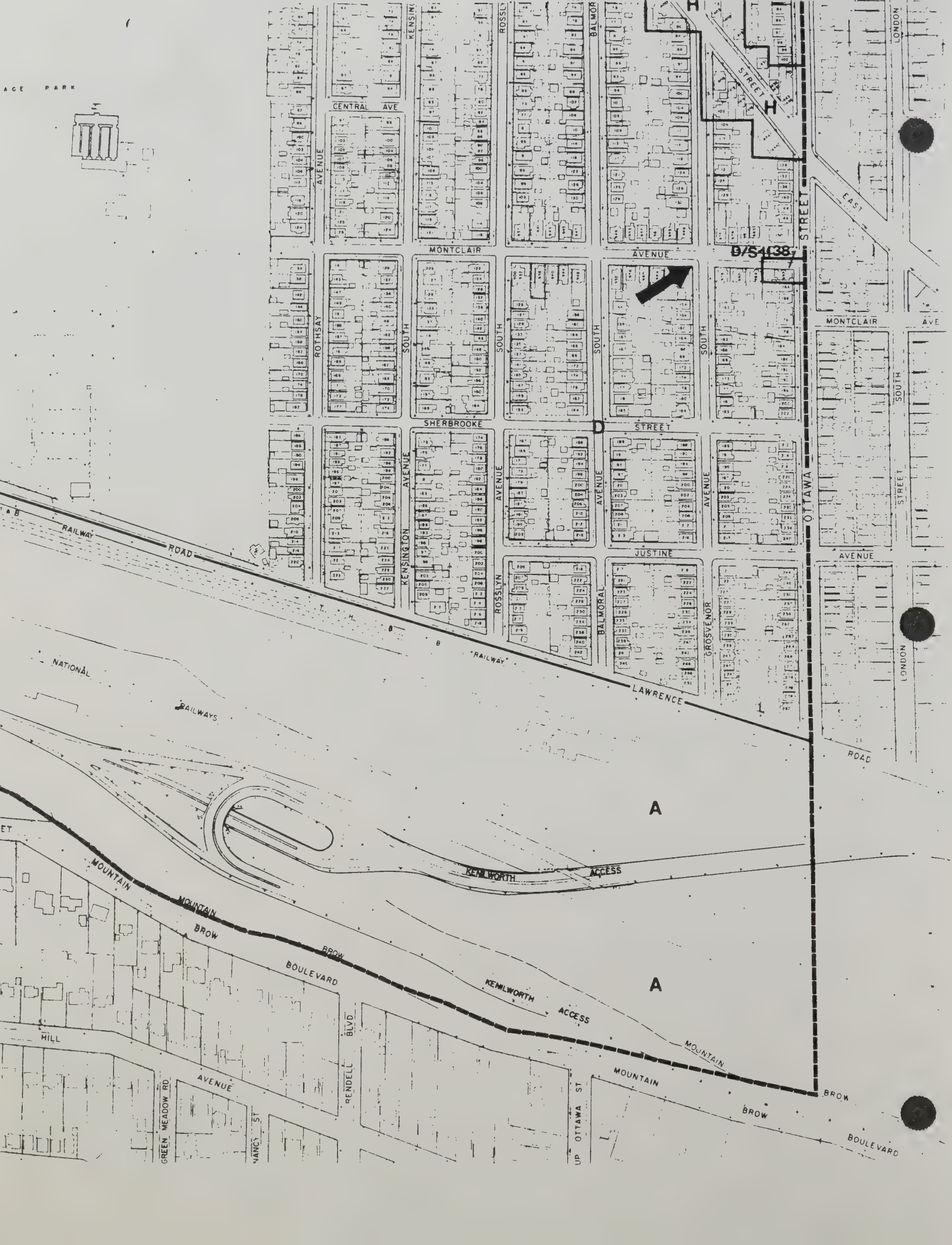
BACKGROUND:

Staff has received a request from Mr. William Hughes, 81 Rosslyn Avenue South, that four-way stop control be implemented at the intersection of Montclair and Grosvenor due to poor visibility caused by large trees and shrubs on three of the four corners of the intersection.

The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on Montclair is required to stop for northbound and southbound traffic on Grosvenor. Records indicate that there have been two reported collisions at this intersection in the past seven years. Although it was not indicated on the Police Collision Report, the large trees may have been a contributing factor in both of these collisions.

Staff has concluded that all of the trees in this area are healthy City trees. Therefore, it would not be appropriate to remove the healthy trees, and staff concurs with the request for all-way stop control at the intersection of Montclair and Grosvenor

CVB/MBH/klk


CENTRAL AVE
MONTCLAIR AVENUE
SHERBROOKE STREET
JUSTINE AVENUE
ROTHSAY AVENUE SOUTH
KENSINGTON AVENUE
ROSSLYN AVENUE
BALMORAL AVENUE
GROSVENOR AVENUE
OTTAWA STREET EAST
LONDON STREET
RAILWAY ROAD
LAWRENCE ROAD
NATIONAL RAILWAYS
KENILWORTH ACCESS
MOUNTAIN BROW BOULEVARD
HILL AVENUE
RENDELL BLVD
GREEN MEADOW RD
NANCY ST
UP OTTAWA ST
D/S 4(38)
A
D
H

2(B)(ii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 19
File No. TEC-255-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Christie Street and Malton Drive - Intersection Control

RECOMMENDATION:

That the existing northbound and southbound stop control at the intersection of Christie Street and Malton Drive be switched such that eastbound and westbound traffic on Malton Drive would be required to stop for northbound and southbound traffic on Christie Street and that the City Traffic By-law 89-72 be amended accordingly.

L. Lit-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

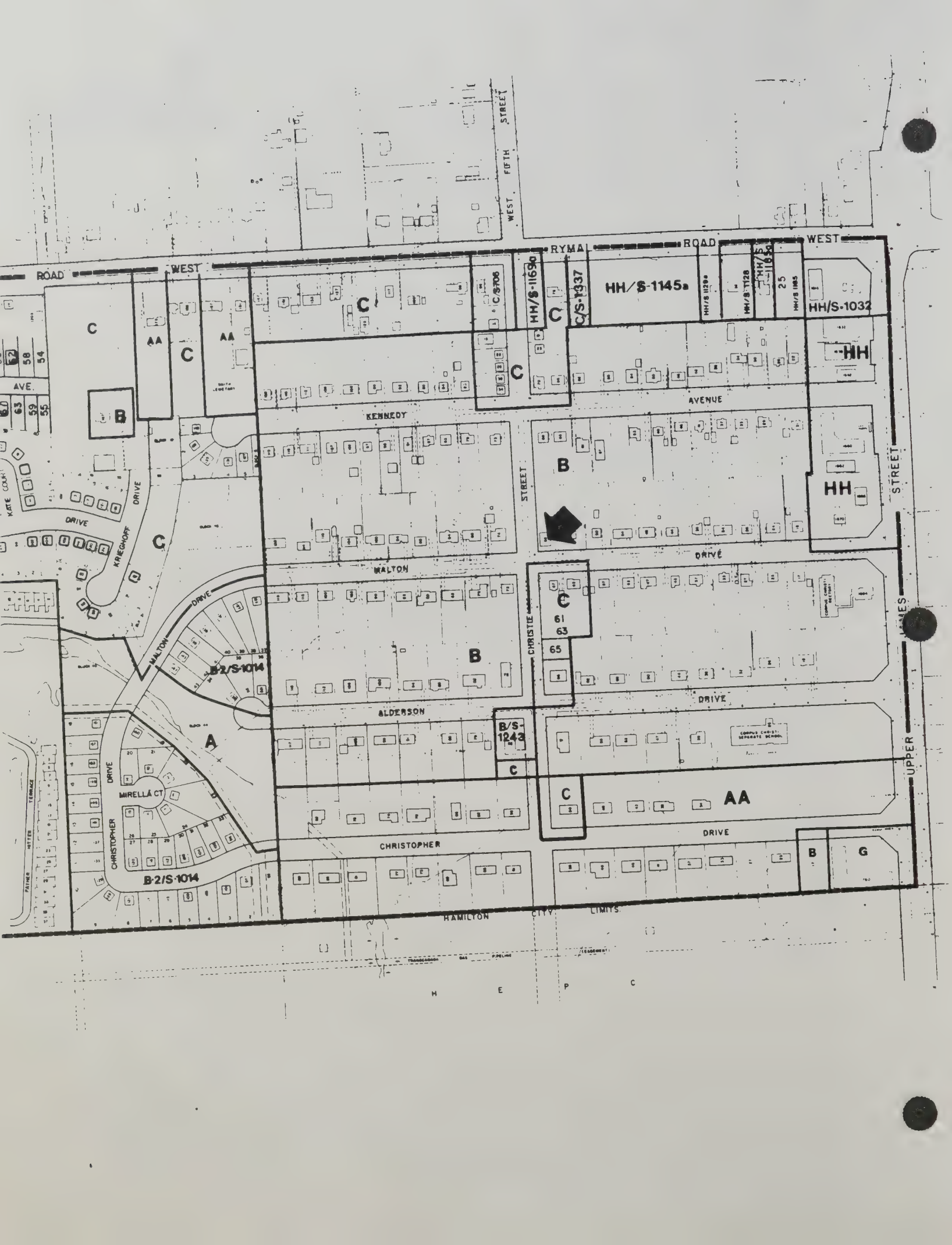
Sufficient funds are available in the 1996 operating budget to cover the cost of switching the subject signs.

BACKGROUND:

Staff has received a request from Mr. Rick McKinnon, 37 Malton Drive, that all-way stop control be implemented at the intersection of Christie and Malton.

The subject intersection is a four-leg intersection, and presently, northbound and southbound traffic on Christie is required to stop for eastbound and westbound traffic on Malton. Staff has concluded that all-way control is not warranted at this intersection at this time. However, staff did reviewed the pattern of stop control in this area and has concluded that switching the existing direction of stop control at this intersection would be beneficial to the pattern of stop control on both Christie and Malton since presently, there are three stops on Christie and none on Malton. Therefore, staff recommends that the existing stop control be switched such that eastbound and westbound traffic on Malton would be required to stop for northbound and southbound traffic on Christie, and Mr. McKinnon supports the recommendation.

CVB/MBH/kg


WEST FIFTH STREET
RYMAL ROAD WEST
ROAD WEST
HH/S-1145a
HH/S-1032
HH/S-1169a
C/S-1337
C/S-705
HH/S 1129a
HH/S 1128
HH/S 1185
25
AVE.
KENNEDY
AVENUE
STREET
KATE COURT
DRIVE
KRIEGHOFF
WALTON
CHRISTIE
61
63
65
B-2/S-1014
ALDERSON
B/S-1243
MIRELLA CT
CHRISTOPHER
CORPUS CHRISTI SEPARATE SCHOOL
HAMILTON CITY LIMITS
UPPER JAMES

2(B)(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 21
File No. TEC-253-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Kentley Neighbourhood - Traffic Concerns

RECOMMENDATION:

(a) That three-way stop control be implemented at the intersections of Janet Court and Kenora Avenue and Village Drive and Adorn Court and Village Drive and Fairington Crescent; and,

(b) That Eastgate Drive be operated as an eastbound one-way street between the east curb line of Fairington Crescent and Centennial Parkway; and,

(c) That the City Traffic By-law 89-73 be amended accordingly.

C. Van Berkel for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Aldermen Chad Collins and Fred Eisenberger recently held a public meeting at the Riverdale Outreach Centre, 38 Centennial Parkway, regarding traffic issues within the Kentley Neighbourhood. Approximately 70 residents as well as staff were in attendance.

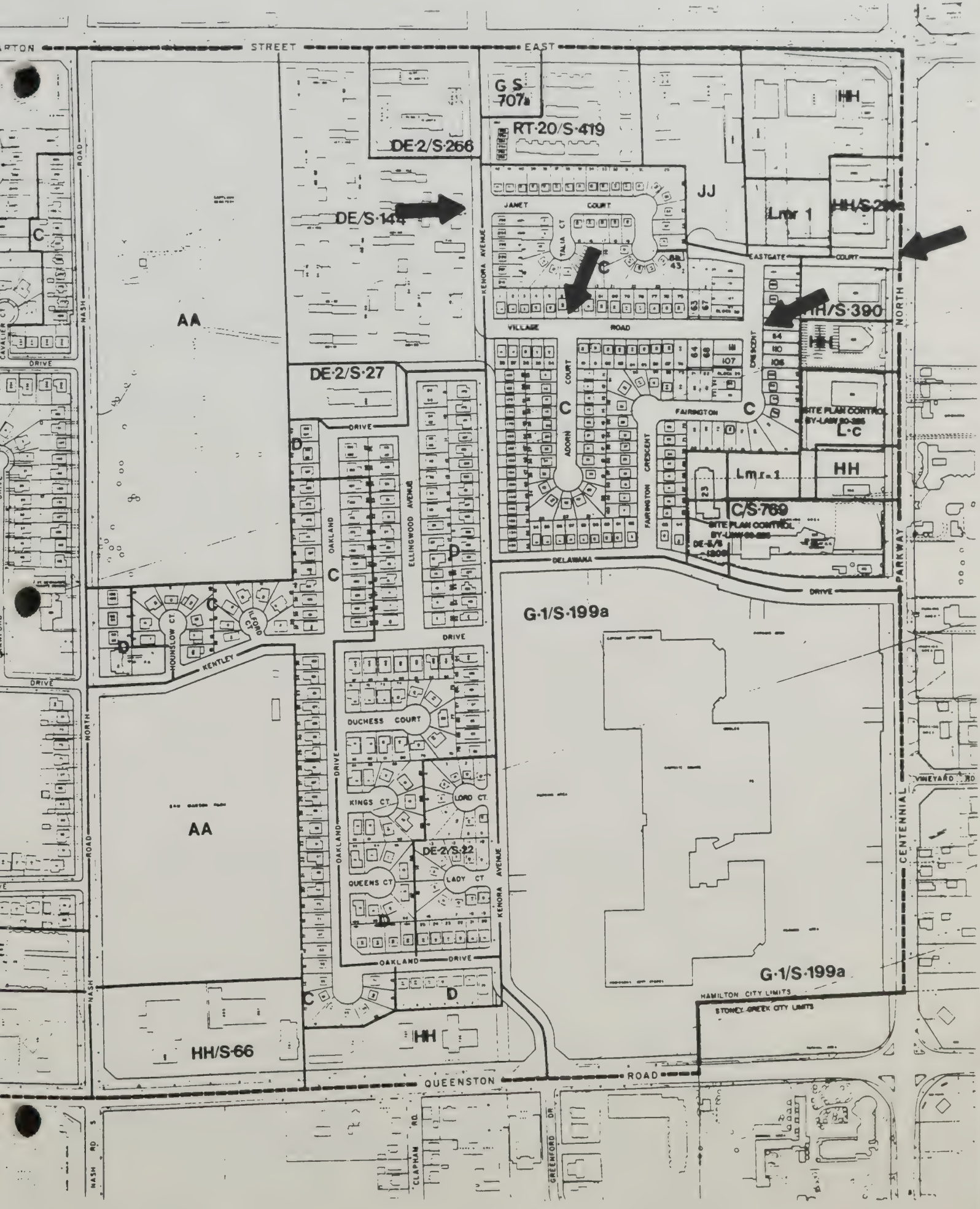
The residents expressed concern regarding the volume of through traffic, illegal truck traffic and the speed of traffic within the neighbourhood. While the volume of through traffic in this neighbourhood is negligible, until the last 2 or 3 years, Fairington Crescent was a dead end street such that there was no through traffic whatsoever in the neighbourhood. Thus, the additional traffic in this neighbourhood is noticeable and irritating to the residents, but is not a traffic problem per se.

Experience with this type of problem makes it clear that the only way to effectively eliminate through traffic is by a strategic road closure or diversions which would retain accessibility for residents, but make through movements impractical. However, the residents could not reach a consensus on this issue, and such measures would be expensive and very controversial. Therefore, as an interim measure to try and address the resident's concerns, staff is recommending that three-way stop control be implemented at the intersections of Kenora and Janet, Village and Adorn, and Fairington and Village in an attempt to discourage some through traffic.

Also, the residents have suggested operating Eastgate Court as an eastbound one-way street to further reduce the volume of through traffic from Centennial, and since this regulation would have no significant impact on traffic other than the residents' access, staff concurs with the request.

A majority in attendance supported the recommendations.

CVB/MBH/klk


STREET
EAST
GS 707a
RT-20/S-419
DE-2/S-266
DE/S-144
JJ
HH
HH/S-390
AA
DE-2/S-27
C
D
HH
L-C
Lmr-1
C/S-769
SITE PLAN CONTROL
G-1/S-199a
DE-2/S-22
HH/S-66
HAMILTON CITY LIMITS
STONEY CREEK CITY LIMITS
QUEENSTON ROAD
DELAWANA DRIVE
EASTGATE COURT
VILLAGE ROAD
JANET COURT
TALIA CT
FAIRINGTON CRESCENT
ADORN COURT
KENORA AVENUE
ELLINGWOOD AVENUE
OAKLAND DRIVE
DUCHESS COURT
KINGS CT.
LORD CT.
QUEENS CT.
LADY CT.
HOUNSLOW CT.
KENTLEY DRIVE
NASH ROAD NORTH
CENTENNIAL PARKWAY NORTH
VINEYARD RD
CLAPHAM RD.
GREENFORD DR.
NASH RD S

CITY OF HAMILTON

- RECOMMENDATION -

2(B)(iii)(b)

DATE: 1996 November 20
File No. TEC-261-96 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Cochrane Road and Montrose Avenue - Assignment of a School Crossing Guard

RECOMMENDATION:

(a) That a School Crossing Guard be assigned to the intersection of Cochrane Road and Montrose Avenue during the morning and evening school crossing periods only for the balance of 1996 and up until the approval of the 1997 Departmental Budget; and

(b) That consideration be given in the 1997 Current Budget deliberations for an expansion package of $4,000. plus administrative costs for a School Crossing Guard at this location.

L. H-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard with morning and evening duty times is approximately $4,000. per year plus administrative costs. This increase can be accommodated within the current (1996) School Crossing Guard Program budget for the remainder of 1996. However, in order to fund this location in 1997, an expansion package will be prepared for presentation to Committee as part of the 1997 budget process.

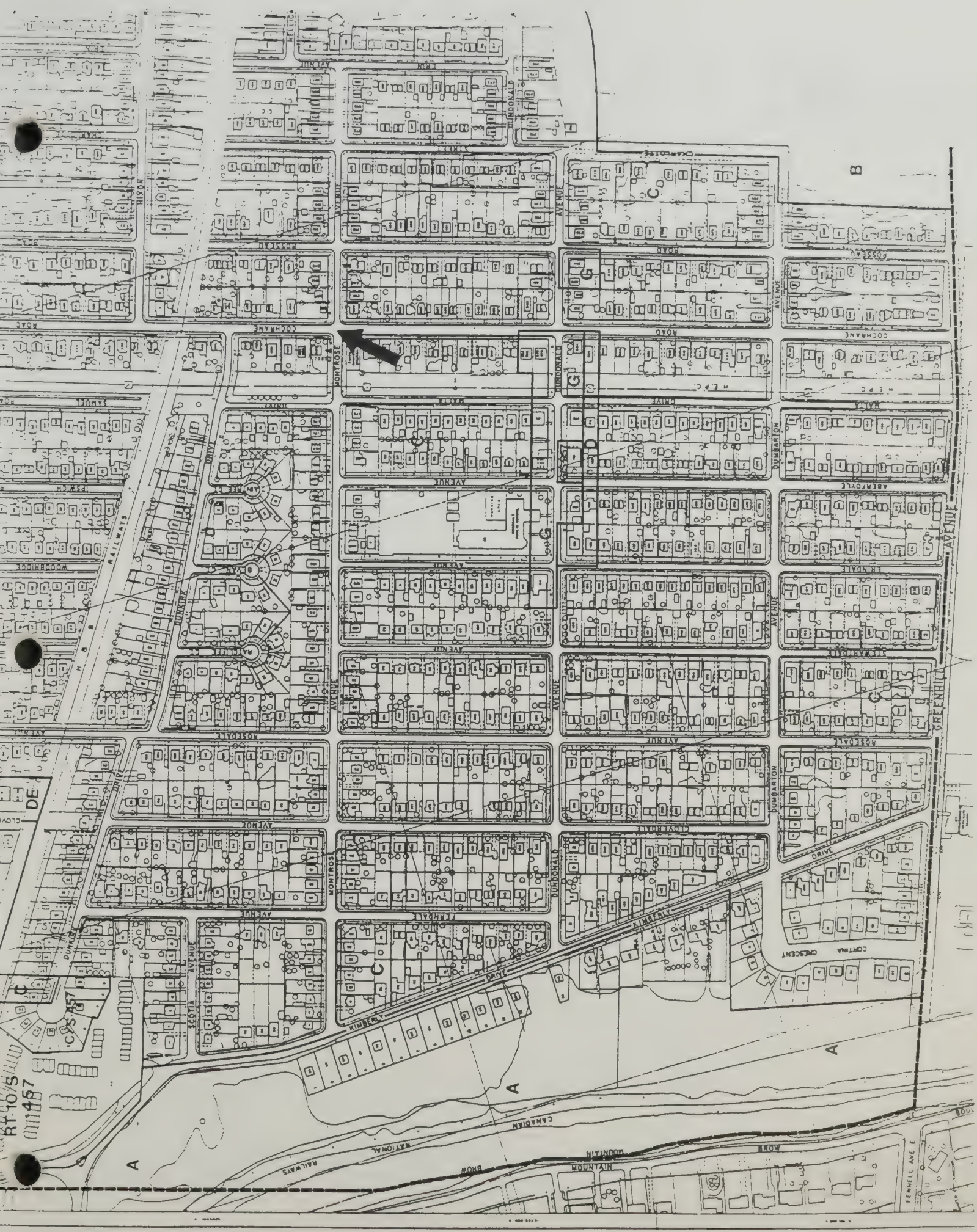
BACKGROUND:

In September of 1995 Alderman Eisenberger requested staff to investigate the need for a School Crossing Guard at the intersection of Cochrane Road and Montrose Avenue, as a result of concerns raised at a public meeting in the Rosedale Neighbourhood. Subsequent studies revealed that there were adequate gaps in traffic on Cochrane and that there were no difficulties experienced in crossing the roadway. Therefore, no further action was taken at that time.

Follow-up surveys indicate that there are approximately 18 children crossing in the a.m. period and approximately 12 children in the p.m. period. At this time it has been determined that there are an insufficient number of safe gaps for children to cross. As well, it has been observed that there has been an increase in the number of younger children crossing Cochrane and it was noted that there are approximately 60 children driven to school who would likely use the School Crossing Guard.

Therefore, it is recommended that a School Crossing Guard be hired and assigned to the intersection of Cochrane Road and Montrose Avenue during the morning and evening school crossing periods only.

TA/MBH/kg


KIMBERLY DRIVE
MONTROSE AVENUE
DUNDONALD AVENUE
DUMBARTON AVENUE
COCHRANE ROAD
MOSSIDE AVENUE
GREENHILL AVENUE
CANADIAN NATIONAL RAILWAYS
BROW MOUNTAIN ROAD
FENNELL AVE E
RT 10/S 1457

2(b)(iii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 30
File No. TEC-233-96 / Author: W. Young

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Appointment of Parking Control Officers

RECOMMENDATION:

(a) That, in accordance with Section 15(1) of the Police Services Act, 1990:

(i) the following persons be appointed as Parking Control Officers:

Cindy Cannon
Raymond Baglole
Frank Westaway
Jeff Danby

(ii) the following person be appointed as a Noise Control Officer:

Raymond Baglole; and,

(b) That the following appointment as a Parking Control Officer be repealed:

George Dans

C. Hutt-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Due to changes in personnel in the Department of Public Works and Traffic, it is necessary to revise the list of persons appointed as Parking Control Officers and Noise Control Officers in

accordance with Section 15(1) of the Police Services Act. Also, as an efficiency measure, it may be appropriate for Noise Control Officers to issue parking tags from time to time and therefore, they are also being added to the list of Parking Control Officers.

WY/MBH/kg

2(B)(iii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 25
File No. TEC-265-96 / Author: M. L. S. Tam

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Supply and Delivery of Sign Blanks

RECOMMENDATION:

That a purchase order be issued to Canadian Roadway Products, North York, Ontario, for the supply and delivery of sign blanks as and when required during 1997 by the Traffic Division, being the lowest of four bids received on items being recommended and supplying material in accordance with specifications issued by the Purchasing Division, and that the estimated expenditure of $90,000. be financed through the Traffic Signs Materials Account No. CH-56152-75999.

L. Lit. England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds to purchase the materials as recommended have been budgeted for in 1996. The estimated expenditure during 1997 is $90,000. with Canadian Roadways. Attached is a copy of the form of tender from each supplier, with items for which they are low bidder highlighted.

BACKGROUND:

The tender for the supply and delivery of sign blanks in 1997 was advertised and bidders were invited to submit quotes for alternate materials that they felt would satisfy the needs of the City.

One supplier, Flexmark Canada, submitted bids specifying an alternate material which were lower than those being recommended. The material being quoted by Flexmark, a pressure moulded fibre reinforced resin compound, is not similar to that currently being used. While there is a potential that this new material may satisfy signing needs, there is a concern that the product performance may not be as satisfactory as the specified alloy. Tests are currently being undertaken on samples provided by Flexmark in field installation. Since the performance evaluation will not be concluded until later in 1997, purchasing the product is not recommended at this time.

Therefore, it is recommended that purchase orders be issued to the bidders offering material matching the specification acceptable to the City, for the items on which they are low bidders. The Traffic Division will continue to pursue the testing of different materials, including those offered by Flexmark, seeking lower cost alternatives.

MLST/BM/
Attach.

2(b)(iii)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 11
File No. TEC-238-96 / Author: M.L.S. Tam

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Supply and Delivery of Sign Sheeting During 1997, Department of Public Works and Traffic

RECOMMENDATION:

That a purchase order be issued to 3M Canada Inc., London, Ontario, for the supply and delivery of sign sheeting as and when required during 1997 by the Department of Public Works and Traffic, as per attached prices, being the only bid received and being in accordance with the specifications issued by the Purchasing Division's tender, and that this expenditure be financed through the Traffic Signs Materials Account No. CH 56154-75999.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds to permit the purchase of materials as recommended have been budgeted for in 1997.

BACKGROUND:

The estimated expenditure during 1997 is $450,000. This tender was advertised and the recommended supplier submitted the only bid. Attached is a copy of the form of tender showing bid prices received, which represents an average increase of 4.26% of the 1996 prices.

MLST/HLS/klk
Attach.

Ref: C17-15-96

Closes: Thursday, October 3, 1996

THE CORPORATION OF THE CITY OF HAMILTON

FORM OF TENDER

SUPPLY AND DELIVERY OF REFLECTIVE SHEETING

J. J. Schatz
City Clerk
City Hall, Hamilton

Dear Sir:

We, the undersigned, herewith agree to the supply and delivery of Reflective Sheeting in accordance with specifications issued by the Purchasing Division, September 13, 1996 at the following prices:

We acknowledge that we have received addenda numbered ___ to ___ inclusive, and the prices quoted include the provisions set out in such addenda. Your bid will be rejected in its entirety if the addenda, if any, are not acknowledged and provided for in the prices submitted.

PRICE EXCLUSIVE OF ALL TAXES

PART A - REFLECTIVE SHEETING
SECTION I - 3M "SCOTCHLITE - ENGINEERING GRADE" REFLECTIVE SHEETING

Traffic Part #	Est. Qty.	Description	Unit Price Per Foot	Total Price	Vendor Part #
• White		**Pressure Sensitive 3M # 3290**			
5770	6 Rolls	6" x 150 ft.	$0.56	$ 504.00	3290
5771	50 Rolls	12" x 150 ft.	$ 1.12	$ 8400.00	3290
5772	25 Rolls	18" x 150 ft.	$ 1.68	$ 6300.00	3290
5773	50 Rolls	24" x 150 ft.	$ 2.24	$ 16,800.00	3290
5774	25 Rolls	30" x 150 ft.	$ 2.80	$ 10,500.00	3290
5775	15 Rolls	36" x 150 ft.	$ 3.36	$ 7560.00	3290
• White		**Heat Activated 3M # 2290**			
5537	1 Roll	3/8" x 150 ft.	$0.03625	$ 5.44	2290
5534	5 Rolls	½" x 150 ft.	$0.04933	$ 36.25	2290
5538	6 Rolls	5/8" x 150 ft.	$0.0604	$ 54.36	2290

Continued....

FT 1

Traffic Part #	Est. Qty.	Description	Unit Price Per Foot	Total Price	Vendor Part #
5540	4 Rolls	1" x 150 ft.	$0.09666	$ 58.00	2290
5769	2 Rolls	2" x 150 ft.	$0.19333	$ 58.00	2290
5594	20 Rolls	6" x 150 ft.	$0.58	$ 1740.00	2290
5600	3 Rolls	8" x 150 ft.	$0.77	$ 348.00	2290
5606	8 Rolls	12" x 150 ft.	$1.16	$ 1392.00	2290
5618	3 Rolls	18" x 150 ft.	$1.74	$ 783.00	2290
5570	25 Rolls	24" x 150 ft.	$2.32	$ 8700.00	2290
5582	20 Rolls	30" x 150 ft.	$2.90	$ 8700.00	2290
5588	10 Rolls	36" x 150 ft.	$3.48	$ 5220.00	2290
• Yellow		**Pressure Sensitive 3M # 3271**			
5784	6 Rolls	6" x 150 ft.	$0.56	$ 504.00	3271
5785	6 Rolls	12" x 150 ft.	$1.12	$ 1008.00	3271
5786	6 Rolls	18" x 150 ft.	$1.68	$ 1512.00	3271
5787	6 Rolls	24" x 150 ft.	$2.24	$ 2016.00	3271
5788	3 Rolls	30" x 150 ft.	$2.80	$ 1260.00	3271
5789	3 Rolls	36" x 150 ft.	$3.36	$ 1512.00	3271
• Yellow		**Heat Activated 3M # 2271**			
5659	3 Rolls	18" x 150 ft.	$1.74	$ 783.00	2271
5660	4 Rolls	24" x 150 ft.	$2.32	$ 1392.00	2271
5666	2 Rolls	30" x 150 ft.	$2.90	$ 870.00	2271
• Green		**Pressure Sensitive 3M # 3277**			
5777	6 Rolls	6" x 150 ft.	$0.56	$ 504.00	3277
5778	6 Rolls	12" x 150 ft.	$1.12	$ 1008.00	3277
5779	6 Rolls	18" x 150 ft.	$1.68	$ 1512.00	3277
5780	6 Rolls	24" x 150 ft.	$2.24	$ 2016.00	3277
5781	3 Rolls	30" x 150 ft.	$2.80	$ 1260.00	3277
5782	3 Rolls	36" x 150 ft.	$3.36	$ 1512.00	3277

Continued..

FT 2

Traffic Part #	Est. Qty.	Description	Unit Price Per Foot	Total Price	Vendor Part #
• Green		Heat Activated 3M # 2277			
5480	24 Rolls	6" x 150 ft.	$ 0.58	$ 2088.00	2277
5486	12 Rolls	8" x 150 ft.	$ 0.77	$ 1386.00	2277
5450	2 Rolls	12" x 150 ft.	$ 1.16	$ 348.00	2277
5488	3 Rolls	18" x 150 ft.	$ 1.74	$ 738.00	2277
5462	3 Rolls	24" x 150 ft.	$ 2.32	$ 1044.00	2277
5468	2 Rolls	30" x 150 ft.	$ 2.90	$ 870.00	2277
5474	2 Rolls	36" x 150 ft.	$ 3.48	$ 1044.00	2277
• Blue		Heat Activated 3M # 2275			
5438	1 Roll	24" x 150 ft.	$ 2.32	$ 348.00	2275
5439	1 Roll	30" x 150 ft.	$ 2.90	$ 435.00	2275
•Red		Pressure Sensitive 3M # 3272			
5521	1 Roll	2" x 150 ft.	$ 0.1866	$ 28.00	3272
5524	3 Rolls	24" x 150 ft.	$ 2.24	$ 1008.00	3272
• Red		Heat Activated 3M # 2272			
5525	1 Roll	4" x 150 ft.	$ 0.3866	$ 58.00	2272
5522	4 Rolls	24" x 150 ft.	$ 2.32	$ 1392.60	2272
•Brown		Heat Activated 3M # 2279			
5444	1 Roll	30" x 150 ft.	$ 2.90	$ 435.00	2279

Continued....

PART A - REFLECTIVE SHEETING
SECTION ii - 3M "SCOTCHLITE - ENGINEERING GRADE - WORKZONE" REFLECTIVE SHEETING

Traffic Part #	Est. Qty.	Description	Unit Price Per Foot	Total Price	Vendor Part #
• Orange		Pressure Sensitive 3M # 1484			
5520	40 Rolls	6" x 150 ft.	$ 0.56	$ 3360.00	CW84
5519	2 Rolls	8" x 150 ft.	$ 0.75	$ 225.00	CW84
• Orange		Heat Activated 3M # 1284			
5500	1 Roll	6" x 150 ft.	$ 0.58	$ 87.00	2284
5504	2 Rolls	24" x 150 ft.	$ 2.32	$ 696.00	2284
5510	1 Roll	30" x 150 ft.	$ 2.90	$ 435.00	2284
5516	3 Rolls	36" x 150 ft.	$ 3.48	$ 1566.00	2284

PART A - REFLECTIVE SHEETING
SECTION iii - 3M "SCOTCHLITE - HIGH INTENSITY GRADE" REFLECTIVE SHEETING

• Silver		Pressure Sensitive 3M # 3860			
5631	50 Rolls	12" x 150 ft.	$ 5.00	$ 37,500.00	3870
5621	40 Rolls	24" x 150 ft.	$ 10.00	$ 60,000.00	3870
5622	35 Rolls	30" x 150 ft.	$ 12.50	$ 65,625.00	3870
5625	10 Rolls	36" x 150 ft.	$ 15.00	$ 22,500.00	3870
• Silver		Heat Activated 3M # 2870			
5627	4 Rolls	1" x 150 ft.	$ 0.44	$ 264.00	2870
5624	2 Rolls	2" x 150 ft.	$ 0.87	$ 261.00	2870
5630	50 Rolls	12" x 150 ft.	$ 5.20	$ 39,000.00	2870
5642	40 Rolls	24" x 150 ft.	$ 10.40	$ 62,400.00	2870
5644	35 Rolls	30" x 150 ft.	$ 13.00	$ 68,250.00	2870
5643	10 Rolls	36" x 150 ft.	$ 15.60	$ 23,400.00	2870

Continued...

Traffic Part #	Est. Qty.	Description	Unit Price Per Foot	Total Price	Vendor Part #
• Yellow		Pressure Sensitive 3M # 3871			
5662	4 Rolls	12" x 150 ft.	$ 5.00	$ 3,000.00	3871
5658	4 Rolls	18" x 150 ft.	$ 7.50	$ 4,500.00	3871
5664	4 Rolls	24" x 150 ft.	$ 10.00	$ 6,000.00	3871
• Yellow		Heat Activated 3M # 2871			
5661	4 Rolls	12" x 150 ft.	$ 5.20	$ 3,120.00	2871
5657	4 Rolls	18" x 150 ft.	$ 7.80	$ 4,680.00	2871
5665	4 Rolls	24" x 150 ft.	$ 10.40	$ 6,240.00	2871
5673	2 Rolls	36" x 150 ft.	$ 15.60	$ 4,680.00	2871
• Red		Pressure Sensitive 3M # 3872			
5701	1 Roll	36" x 150 ft.	$ 15.00	$ 2,250.00	3872

PART A - REFLECTIVE SHEETING
SECTION iv - 3M "SCOTCHLITE - HIGH INTENSITY GRADE - WORKZONE" REFLECTIVE SHEETING

• Silver		Cone Sheeting - Plasticizer Resistant Pressure Sensitive 3M # 3840			
5546	10 Rolls	2" x 150 ft.	$ 0.725	$ 1,087.50	3840
• Orange		Pressure Sensitive 3M # 3824			
5720	2 Rolls	12" x 150 ft.	$ 5.00	$ 1,500.00	3824
5721	2 Rolls	18" x 150 ft.	$ 7.50	$ 2,250.00	3824
5722	2 Rolls	24" x 150 ft.	$ 10.00	$ 3,000.00	3824
5723	2 Rolls	30" x 150 ft.	$ 12.50	$ 3,750.00	3824
5724	2 Rolls	36" x 150 ft.	$ 15.00	$ 4,500.00	3824

Continued....

Traffic Part #	Est. Qty.	Description	Unit Price Per Foot	Total Price	Vendor Part #
• Orange		Heat Activated 3M # 2824			
5710	2 Rolls	12" x 150 ft.	$ 5.20	$ 1560.00	2824
5711	2 Rolls	18" x 150 ft.	$ 7.80	$ 2340.00	2824
5712	2 Rolls	24" x 150 ft.	$ 10.40	$ 3120.00	2824
5713	2 Rolls	30" x 150 ft.	$ 13.00	$ 3900.00	2824
5714	2 Rolls	36" x 150 ft.	$ 15.60	$ 4680.00	2824

PART A - REFLECTIVE SHEETING
SECTION v - 3M "SCOTCHLITE - ENCLOSED LENS - VEHICLE MARKINGS" REFLECTIVE SHEETING

• Yellow		Flexible, Pressure Sensitive 3M # 580-71			
5648	1 Roll	12" x 150 ft.	$ 3.825	$ 573.75	580-71

PART B - NON-REFLECTIVE SHEETING
SECTION i - 3M "SCOTCHCAL PLUS" NON-REFLECTIVE MARKING FILMS

• White		Pressure Sensitive 3M # 3650-10			
5383	2 Rolls	6" x 150 ft.	$ 0.45	$ 135.00	3650-10
5384	6 Rolls	12" x 150 ft.	$ 0.90	$ 810.00	3650-10
5385	6 Rolls	18" x 150 ft.	$ 1.35	$ 1215.00	3650-10
5386	2 Rolls	24" x 150 ft.	$ 1.635	$ 490.50	3650-10
5387	2 Rolls	30" x 150 ft.	$ 2.25	$ 675.00	3650-10
5388	2 Rolls	36" x 150 ft.	$ 2.70	$ 810.00	3650-10
• White		Heat Activated 3M # 650			
5390	1 Roll	12" x 150 ft.	$ 2.39	$ 358.88	650
5402	1 Roll	24" x 150 ft.	$ 4.35	$ 652.50	650

Continued...

Traffic Part #	Est. Qty.	Description	Unit Price Per Foot	Total Price	Vendor Part #
• Black		**Pressure Sensitive 3M # 3655-12**			
5276	12 Rolls	5/8" x 150 ft.	$ 0.047	$ 84.38	3655-12
5300	2 Rolls	2" x 150 ft.	$ 0.15	$ 45.00	3655-12
5310	2 Rolls	4" x 150 ft.	$ 0.30	$ 90.00	3655-12
5318	2 Rolls	5" x 150 ft.	$ 0.375	$ 112.50	3655-12
5306	2 Rolls	6" x 150 ft.	$ 0.45	$ 135.00	3655-12
5790	25 Rolls	12" x 150 ft.	$ 0.90	$ 3375.00	3655-12
5791	20 Rolls	18" x 150 ft.	$ 1.35	$ 4050.00	3655-12
5792	6 Rolls	24" x 150 ft.	$ 1.635	$ 1471.50	3655-12
5357	1 Roll	36" x 150 ft.	$ 2.70	$ 405.00	3655-12
• Black		**Heat Activated 3M # 655**			
5282	1 Roll	½" x 150 ft.	$ 0.099	$ 14.93	655
5288	12 Rolls	1" x 150 ft.	$ 0.199	$ 356.92	655
5294	1 Roll	2" x 150 ft.	$ 0.398	$ 59.81	655
5312	1 Roll	4" x 150 ft.	$ 0.797	$ 119.63	655
5315	1 Roll	5" x 150 ft.	$ 0.996	$ 149.54	655
5324	1 Roll	6" x 150 ft.	$ 1.19	$ 179.44	655
5330	1 Roll	8" x 150 ft.	$ 1.60	$ 239.25	655
5336	1 Roll	12" x 150 ft.	$ 2.39	$ 358.88	655
5338	2 Rolls	18" x 150 ft.	$ 3.59	$ 1096.63	655
5342	1 Roll	24" x 150 ft.	$ 4.35	$ 652.50	655
5348	1 Roll	30" x 150 ft.	$ 5.98	$ 897.19	655
5354	1 Roll	36" x 150 ft.	$ 6.505	$ 978.75	655
• Tomato Red		**Pressure Sensitive 3M # 3650-13**			
5368	1 Roll	24" x 150 ft.	$ 2.10	$ 315.00	3650-13

Continued....

Traffic Part #	Est. Qty.	Description	Unit Price Per Foot	Total Price	Vendor Part #
• Bright Yellow		**Pressure Sensitive 3M # 3650-15**			
5420	1 Roll	24" x 150 ft.	$ 2.10	$ 315.00	3650-15
• Vivid Blue		**Pressure Sensitive 3M # 3650-17**			
5378	15 Rolls	12" x 150 ft.	$ 1.155	$ 2598.75	3650-17
5372	1 Roll	24" x 150 ft.	$ 2.10	$ 315.00	3650-17
• Violet		**Pressure Sensitive 3M # 7725-98**			
5359	1 Roll	12" x 150 ft.	$ 0.90	135.00	7725-98
• Yellow Orange		**Fluorescent Films (for Stop/Slow Signs) Pressure Sensitive 3M # 3483**			
5766	4 Rolls	24" x 150 ft.	$ 3.435	$ 2061.00	7725-404
• Red Orange		**Fluorescent Films (for Stop/Slow Signs) Pressure Sensitive 3M # 3484**			
5768	4 Rolls	24" x 150 ft.	$ 3.435	$ 2061.00	7725-414

PART B - DURABLE OVERLAY FILMS, Etc.
SECTION ii - TRANSFER TAPE

• Transfer Tape		3M # TPM-5			
97008	25 Rolls	6" x 300 ft.	$ 0.163	$ 1223.44	TPM-5
97009	5 Rolls	15" x 300 ft.	$ 0.407	$ 611.72	TPM-5

PART C - PAVEMENT MARKING MATERIALS
SECTION i - "STAMARK" DURABLE REFLECTIVE PAVEMENT MARKINGS

• White		**Pavement Marking Tapes 3M # 5730**			
3688	2 Rolls	4" x 360 ft.	$ 1.19	$ 850.00	5730
3644	2 Rolls	8" x ~~360 ft.~~ 180 ft.	$ 2.36	$ 850.00	5730
1274	2 pkgs.	Arrow - Straight package of 2 3M # CSS 6330-CA	$ 189.26/pkg	$ 379.52	CSS 6330SR
1280	2 pkgs.	Arrow - Left package of 2 3M # CSS 6330-LA	$ 214.14/pkg	$ 428.28	CSS 6330LR

Continued...

Traffic Part #	Est. Qty.	Description	Unit Price Per Foot	Total Price	Vendor Part #
1280	2 pkgs.	Arrow - Right package of 2 3M # CSS 6330-RA	$ 214.14/pkg	$ 428.28	CSS6330 RA
1286	2 pkgs.	Arrow - Straight/Right Fillet package of 4 3M # SMS 2905 R	$ 54.59/pkg	$ 109.18	SMS 2905 R
1286	2 pkgs.	Arrow - Straight/Left Fillet package of 4 3M # SMS 2905 L	$ 54.59/pkg	$ 109.18	SMS2905L
• Yellow		**Pavement Marking Tapes** **3M # 5731**			
3686	2 Rolls	4" x 360 ft.	$ 1.18	$ 850.00	5731

PART C - PAVEMENT MARKING MATERIALS
SECTION ii - "SCOTCH-LANE" REMOVABLE PAVEMENT MARKING TAPES

• White		**Removable Pavement Marking Tapes** **3M # 5710**			
3666	5 Rolls	4" x 360 ft.	$ 1.25	$ 2250.00	5710
• Yellow		**Removable Pavement Marking Tapes** **3M # 5711**			
3694	10 Rolls	4" x 360 ft.	$ 1.25	$ 4500.00	5710

PART C - PAVEMENT MARKING MATERIALS
SECTION iv - "STAMARK" DURABLE MARKING ADHESIVE

2264	2 Pails	Glue 20L-pail 3M # SP-44	$ 189.90/5gal	$ 379.60	SP.44
97355	5 Cans	Thinner 4L-can 3M # 711	$ 44.29/gal	$ 221.45	711

Continued....

Maximum Delivery Lead Time: Two Weeks

Discount If Awarded All Sections: N/A

By signing this document you are indicating that your company has clearly understood the Conflict of Interest clause and are confirming that such a conflict does not exist.

3M Canada Company
Name of Company

1840 Oxford St. E, London, ON, N5V 3G2
Street Address of Company, including postal code - **No Post Office Box numbers** -

Authorized Signature

JUDY MCDONALD
Please Print Name

(519) 451-2500
Telephone Number

Oct 1 1996
Date of Tender

(519) 452-6245
FAX Number

NOTE: Even if you are **NOT** submitting a price, in order to remain on Bidders' List for this product or service, complete the above with your company's information and return by due date and time with a brief explanation why you are unable to bid. **FAILURE TO RETURN WILL BE REASON TO DELETE YOUR COMPANY FROM OUR BIDDERS' LIST.**

STATEMENT OF CANADIAN CONTENT

Helping Canadian Companies to Compete

The Corporation of the City of Hamilton's purchasing policy is designed to stimulate and encourage Canadian manufacturing activity and to assist Canadian suppliers in competition for the supply of goods and services to the City.

The City allows a price preference of 15 percent for Canadian content in goods and services.

What is Canadian Content?

Everything added in Canada--labour, materials, transportation (Canadian portion), taxes and the Canadian supplier's profit--qualifies as Canadian content. Quite simply, Canadian content is the value of the supplier's total actual bid minus the value of any goods or services prior to arriving in Canada.

Applying The Preference Policy To A Quotation/Tender

In order to qualify for application for the 15 percent preference policy, bidders must state the value of imported goods and services to be supplied under the requirements of this tender. Quotations/Tenders submitted without the requested statement will be accepted and considered to contain zero percent Canadian content.

The officer of the company must certify by signing below that the Canadian content stated is correct. Supporting documents must be available for supply to the City upon request.

This form must be completed in full from A. to F. Percentages are not acceptable. If the Canadian content information is found to be incorrect, the quotation/tender will be rejected.

	Part A	Part A	Part A	Part B	Part C
Item or Item Group	Section i, ii	Section iii, iv	Section v	Section i, ii	All Sections
A. Total Actual Bid (no trade-ins)	113,464.05	445,357.50	573.75	29,636.64	11,354.49
B. Less Value of Goods and Services prior to arriving in Canada - in Canadian funds	123,567.90	181,269.40	246.78	14,292.41	5,031.94
C. Canadian Content (Line "A" minus Line "B")	—	264,088.10	326.97	15,344.23	6,322.55
Bid Evaluation - The table below is used for purposes of evaluation only.					
D. Total Actual Bid (from line "A")	113,464.05	445,357.50	573.75	29,636.64	11,354.49
E. Less 15% of Canadian Content (15% of Line "C")	—	39,613.22	49.05	2,302.63	948.38
F. Evaluated Bid (line "D" minus line "E")	113,464.05	405,744.29	524.70	27,335.01	10,406.11

Certification of Canadian Content: I hereby certify that the Canadian content as stated above is correct.

Signature G.D. Couch Position Accountant Date 10/01/96

CANADIAN GENERAL STANDARDS BOARD

Standard for

DEFINITION OF CANADIAN CONTENT

1. **SCOPE**

This standard defines Canadian content and then gives explanations and examples of the terms in the definition. "Canadian content", frequently an important aspect of the procurement process, is here defined so that it can be considered from a common understanding.

2. **DEFINITIONS**

2.1 Canadian content* is that portion of the selling price of a product or service associated with the work performed in Canada. Canadian content may also be calculated as the selling price less the cost of directly and indirectly imported materials, labour, services and overhead.

2.1.1 Selling price is the net selling price to the buyer after all discounts. It includes all applicable federal and provincial sales taxes, excise taxes and tariffs.

2.1.2 Cost of Direct Imports* is that portion of the selling price associated with the costs for materials, labour, services and overheads that, while obtained through a Canadian supplier, in fact originated outside of Canada.

3. **EXAMPLES**

To aid in the interpretation of several terms, the following examples are provided:

3.1 Cost of Direct Imports

3.1.1 Directly Imported Material Cost - the cost of an electric motor bought directly from a firm producing it outside Canada. The cost of import includes all duties paid and the transportation cost to the Canadian place of importation.

3.1.2 Directly Imported Labour Cost - the labour cost of sewing together, in a facility outside Canada, a glove from leather and other materials supplied from Canada.

3.1.3 Directly Imported Service Cost - the cost of design work performed outside Canada.

3.1.4 Directly Imported Overhead Cost - the royalties or management fees paid outside Canada.

3.2 Cost of Indirect Imports

3.2.1 Indirectly Imported Material Cost - the cost of an electric motor produced outside of Canada and purchased from a distributor located in Canada for incorporation into the product assembled or manufactured in Canada.

3.2.2 Indirectly Imported Labour Cost - the labour cost, to a company with manufacturing facilities in Canada, of testing products in facilities outside Canada.

3.2.3 Indirectly Imported Service Cost - the computer costs, to a Canadian firm that provides computer services, of using a computer outside Canada in providing those services.

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* Reasonableness and materiality should apply when apportioning any of the above costs for foreign and domestic sources. Calculation of Canadian content should be based on information derived through generally accepted accounting principles.

2(B)(iii)(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 5
File No. TEC-219-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Upper Ottawa Bus Route - Bus Stop Installations

RECOMMENDATION:

a) That in accordance with the request by the Hamilton Street Railway Company, the following bus stops be installed:

Route #22 Upper Ottawa

Add - Southbound - Anchor Road, west side, 279 feet south of the south curb line (projected) of Bigwin Road (M/B); and

Add - Westbound - Bigwin Road, north side, 545 feet west of the centre line of Pritchard Road (M/B); and

Add - Northbound - Anchor Road, east side, 91 feet south of the centre line of Stone Church Road East (N/S) - recovery point; and

b) That the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

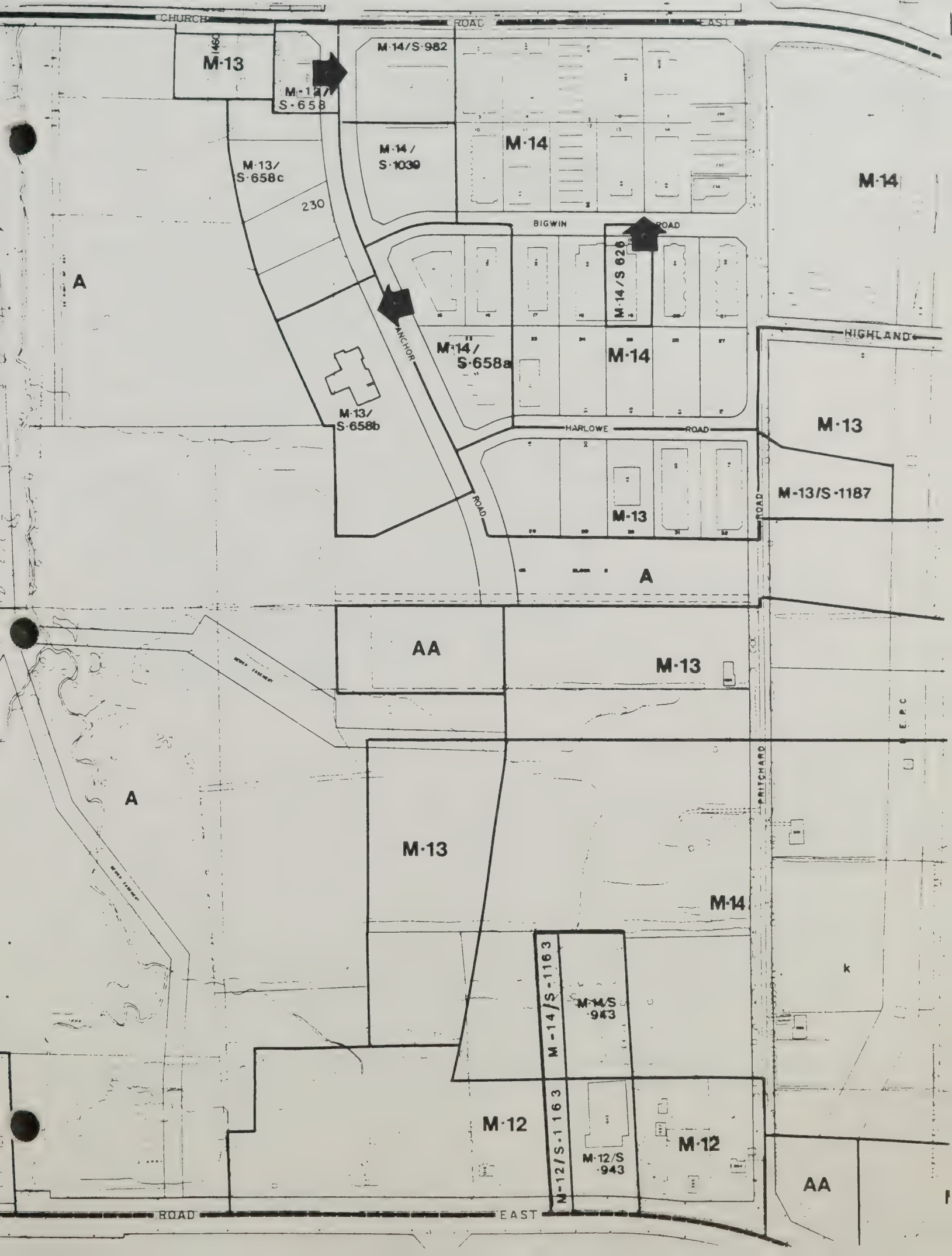
Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Hamilton Street Railway has requested permission to install three new bus stops in conjunction with the extension of Route 22 Upper Ottawa. The realignment will be implemented in order to improve transit service to this industrial neighbourhood. These bus stops have been placed to ensure that route efficiency and customer convenience are maximized.

Staff has investigated this request and finds it satisfactory from a traffic point of view. Presently, Anchor and Bigwin have unrestricted parking in the area of the proposed bus stops. Therefore, it will be necessary to prohibit stopping in the bus stop areas, and to designate these sections of streets as snow routes such that parking would be prohibited on these streets during declared snow emergencies. However, since all area businesses have available off-street parking, and casual observations have revealed that streets in this area are lightly parked, staff does not anticipate any parking difficulties for area businesses.

DR/CVB/MBH/kg


CHURCH ROAD EAST
M-13
M-14/S-982
M-14/S-658
M-14
M-14/S-1039
M-13/S-658c
230
M-14
BIGWIN ROAD
M-14/S-626
A
ANCHOR
M-14/S-658a
M-14
HIGHLAND
M-13/S-658b
HARLOWE ROAD
M-13
M-13/S-1187
ROAD
M-13
A
AA
M-13
A
M-13
PRITCHARD
E.P.C.
M-14
k
M-14/S-1163
M-14/S-943
M-12
M-12/S-1163
M-12/S-943
M-12
AA
ROAD EAST

2(B)(iii)(g)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 October 28
File No. TEC-240-96 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: School Bus Loading Zone on Laurier Avenue adjacent to Buchanan Park School

RECOMMENDATION:

That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Laurier Avenue commencing at a point 315 feet east of Columbia Drive and extending 120 feet easterly therefrom, be revised such that the regulation commences 88 feet west of Delmar Drive and extends 40 feet westerly therefrom, and the City Traffic Bylaw 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1996 operating budget to cover the cost of relocating the subject signs.

BACKGROUND:

The Principal of Buchanan Park School has requested that the existing School Bus Loading Zone located on the south side of Laurier Avenue adjacent to the school be relocated further east on Laurier to a location adjacent to the main doors of the school where the children are now being dismissed.

In addition, the length of the School Bus Loading Zone can be reduced as there is now only one school bus servicing the school as compared to three when the regulation was installed in 1987.

There is presently a "No Parking Anytime" regulation on the south side of Laurier in this area. Thus, there will be no loss of parking which could impact the neighbouring residential properties. Therefore, staff concurs with the request to relocate the existing School Bus Loading Zone.

ATA/MBH/kg


B
DELMAR DRIVE
DAYTONA DR
CAMBRIA CT
COLUMBIA DRIVE
GENEVA DRIVE
TYNE PL
EMMING CT
LAURIER AVENUE
DE MAR DR
COLLIER CRES
C
BENDAMERE AVENUE
SOUTH BEND
LAURIER AVENUE
ALGOMA CRESCENT
ALGOMA CRS
STACEY AVENUE
LEADALE PLACE
HUDSON CT
DRIVE
COLUMBIA
VERONA PLACE
COLUMBIA DRIVE
LAURIER AVENUE
NEVER ST
BRIARWOOD CRESCENT
BRIARWOOD CR
MARCUS AVENUE
SANATORIUM ROAD
H/S 58
C/S 50A
C/S 58
G
WEST 16th STREET
WEST 17th STREET
MOHAWK ROAD
WESTAWAY PLACE
ATWATER CRESCENT
MARLOWE DRIVE
SILVERCREST DRIVE
WESTMOUNT DRIVE
SOUTHLEA DRIVE
MILLBANK PL
BERMUDA CT
MOUNTBATTEN DRIVE
LYNBROOK DRIVE
MIAMI DRIVE
WEST

2(b)(iii)(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 22
File No. TEC-263-96 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Aberdeen Bus Route - Bus Stop Removals and Installations

RECOMMENDATION:

(a) That in accordance with the request by the Hamilton Street Railway Company, the following bus stops be removed and installed:

Route #6 Aberdeen

Delete - Westbound	Franklin Road, north side, 73 feet west of the west curb line of Uplands Avenue (F/S); and
Delete - Eastbound	Norwood Avenue, south side, 22 feet west of the west curb line of Bond Street (N/S); and
Delete - Eastbound	Norwood Avenue, south side, 20 feet west of the west curb line of Longwood Road North (N/S); and
Delete - Southbound	Longwood Road North, west side, 58 feet south of the south curb line of Devon Place (F/S); and
Delete - Southbound	Longwood Road North, west side, 3 feet north of the north curb line of King Street West (N/S); and
Add - Southbound	Macklin Street North, west side, 965 feet north of the north curb line of Dufferin Street (M/B); and

Add - Southbound	Macklin Street North, west side, 279 feet north of the north curb line of Dufferin Street (M/B); and
Add - Southbound	Longwood Road South, west side, 130 feet south of the south curb line of King Street West (F/S); and

(b) That the City Traffic By-law 89-72 be amended accordingly.

L. Lutt-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

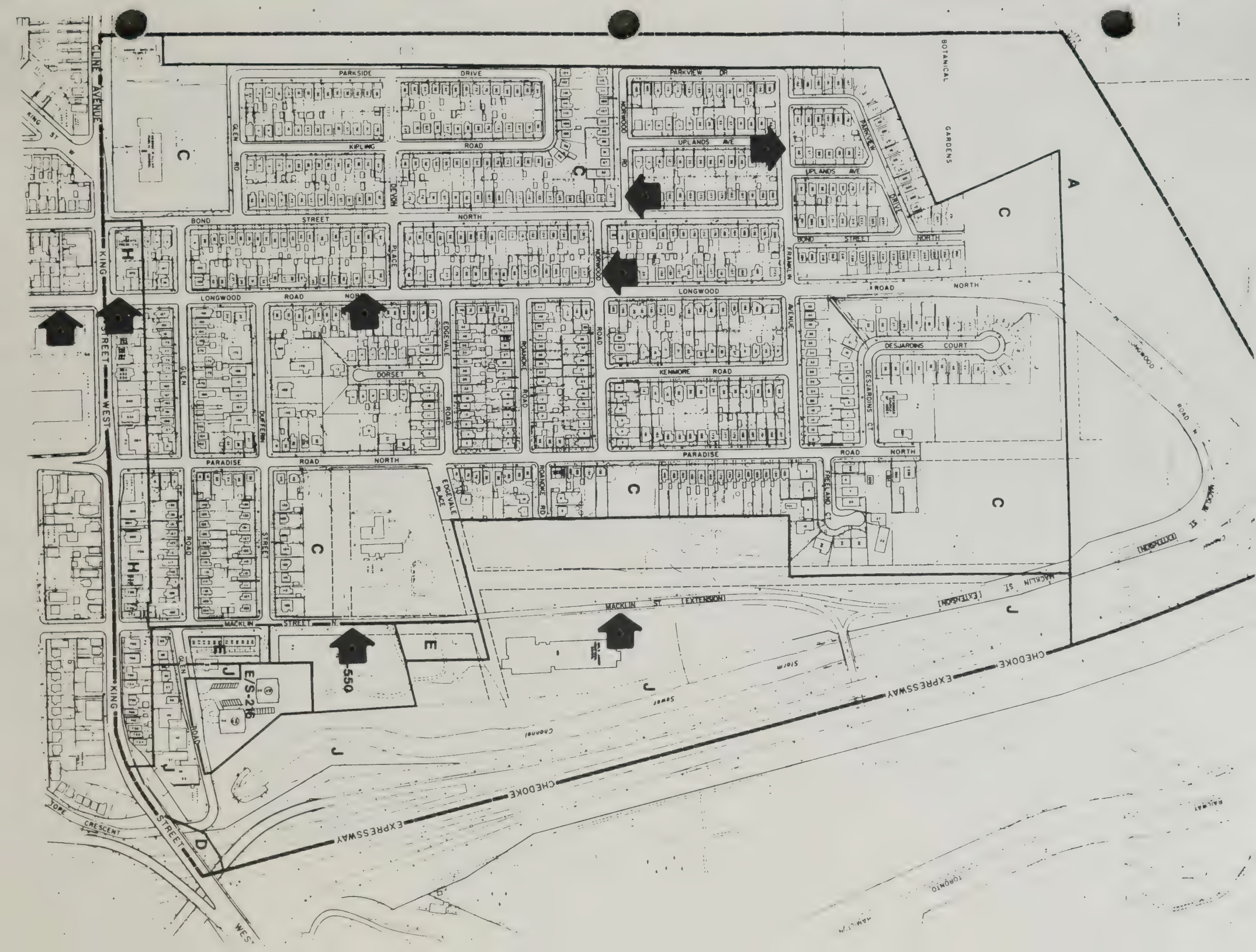
Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Hamilton Street Railway Company has requested permission to install and remove the above bus stops in conjunction with the proposed realignment of Route 6 ABERDEEN. This proposed realignment will be implemented as a result of consultation with the residents of the Westdale North Neighbourhood.

Staff has investigated this request and finds it satisfactory from a traffic point of view. There will be no loss of on-street parking as the subject areas on Macklin are already signed with a "No Parking" regulation and the subject location of Longwood is already signed with a "No Stopping" regulation.

CVB/MBH/kg


CLINE AVENUE
KING ST
PARKSIDE DRIVE
KIPLING ROAD
GLEN ROAD
DEVON ROAD
NORWOOD
PARKVIEW DR
UPLANDS AVE
PARKVIEW DRIVE
BOTANICAL GARDENS
BOND STREET NORTH
FRANKLIN ROAD
LONGWOOD ROAD NORTH
KING STREET WEST
DUFFERIN STREET
EDGEVALE ROAD
DORSET PL
ROANOKE ROAD
AVENUE ROAD
KENMORE ROAD
DESJARDINS COURT
DESJARDINS CT
PARADISE ROAD NORTH
EDGEVALE PLACE
FREELAND ST
MACKLIN ST [EXTENSION]
MACKLIN STREET N
E/S-216
550
CHEDOKE EXPRESSWAY
SIDE CHANNEL
JOSEPH D. RENISON DRIVE
RAILWAY
TORONTO
HAMILTON

2(B)(iii)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 15
File No. TEC-262-96 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Terms of Employment - School Crossing Guards

RECOMMENDATION:

That the Terms of Employment for School Crossing Guards and Spare School Crossing Guards, appended hereto, be approved.

C Luft-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Changes incorporated within this document are in accordance with the Employment Insurance Act with respect to changing School Crossing Guards' daily rate of pay to an hourly rate, as well as several minor "housekeeping" matters, and will not affect the current Departmental budget.

BACKGROUND:

The Terms of Employment currently being used for all School Crossing Guards was approved by City Council on 1994 August 30 and provides reference information on terms and conditions of employment as they existed with the City of Hamilton at that time. For example; wage rates, allowances, sick benefits, vacation entitlements etc. are addressed in the Terms of Employment.

The document attached hereto is similar to the previous Terms of Employment but more accurately reflects current terms and conditions of employment as they exist with the City of Hamilton and reflects changes required by the Employment Insurance Act.

ERA/kg
Attach.

THE CORPORATION OF THE CITY OF HAMILTON

TERMS OF EMPLOYMENT FOR SCHOOL CROSSING GUARDS AND SPARE SCHOOL CROSSING GUARDS AS PASSED BY CITY COUNCIL ON 1996 _____

1.0 WORK HOURS AND WAGE RATE

1.10 School Crossing Guards at "full" points and Spare School Crossing Guards shall work a 13.75 hour week.

1.11 School Crossing Guards at "short" points shall work a 8.25 hour week (60% of a full point).

1.12 The hourly rate of pay for all School Crossing Guards will be as set out below:

PROBATIONARY HOURLY RATE:	$9.455
HOURLY RATE:	$9.709

1.13 The probationary period and rates shall apply for six (6) months, excluding July and August, commencing from the employee's start date.

1.14 The hours of work described in this Section are stated solely for the purpose of calculating overtime and are not a guarantee of any minimum hours of work. Those employees who work greater hours or parts of hours than that described shall be entitled to overtime. The overtime rate shall be equivalent to the standard hourly rate, expressed in decimal parts per hour.

1.15 The duration of the break between the lunch time school dismissal crossing period and the lunch time school entry crossing period shall be included in the hours of work, should it be 15 minutes or less, expressed in decimal parts per hour.

1.20 School Crossing Guards and Spare School Crossing Guards are not normally scheduled to work during July and August except those assigned to work during the "SUMMER CROSSING PROGRAM". See Section 13.0 of these Terms of Employment.

1.30 All Spare School Crossing Guards and School Crossing Guards who work on School Board designated Professional Activity Days shall be paid for each Professional Activity Day at their appropriate Hourly Rate.

1.40 Spare School Crossing Guards shall receive pay for days on which they are available to work and required to be available for work by the employer, but do not work. However, notwithstanding the above, Spare School Crossing Guards shall not receive pay for days which they are unavailable for work, unless they are off on illness/injury and are drawing from their sick bank.

1.50 The March School Break shall be paid at the employee's appropriate rate of pay. Exceptions to the foregoing are as follows in Section 1.51.

1.51 An employee shall not be paid for the March School Break,

a) if he/she has been absent without good cause, as determined by the Employer, on the scheduled working day immediately preceding and/or following the March School Break; or,

b) if he/she has not been employed by the Employer for at least thirty (30) continuous days; or

c) if he/she does not earn wages on twelve (12) days of the four (4) weeks preceding the March School Break.

1.60 All School Crossing Guards and Spare School Crossing Guards who attend the annual training session prior to the school year shall be paid for two (2) hours.

2.0 STATUTORY HOLIDAYS

2.10 Statutory holidays shall be paid at the employee's appropriate rate of pay in accordance with the Employment Standards Act (Ontario), as follows:

Good Friday	Thanksgiving Day
Easter Monday	Christmas Day
Victoria Day	Boxing Day
Canada Day	New Year's Day

2.11 An employee shall not be paid for any Statutory Holiday,

a) if he/she has been absent without good cause as determined by the Employer, on the scheduled working day immediately preceding and/or following such holiday; or

b) if he/she has not been employed by the Employer for at least thirty (30) continuous days; or

c) if he/she does not earn wages on twelve (12) days of the four (4) weeks preceding the holiday.

3.0 VACATION

3.10 Vacation time shall not be provided. Payment for vacation shall be made at the rate of percent (as outlined below) of earnings in the preceding calender year excluding vacation pay, to employees who have years of service (as outlined below) completed during the current vacation year.

Vacation Qualification	Percent of Vacation Pay
less than 1 year	4.0 %
1 year	5.1 %
4 years	7.7 %
9 years	10.3%

3.20 Vacation entitlement shall be paid out on the first pay of the year following the vacation year.

4.0 SICK LEAVE

4.10 Permanent employees shall accumulate 1.5 days sick leave credits per month up to a maximum of fifteen (15) days sick leave credit per year with the following exceptions;

Employees absent due to illness/injury exceeding a total of eight (8) working days in the month shall receive no credit for that month.

Employees working during the months of July and August shall receive no credits for those months.

4.20 A permanent employee who has six months or more employment is eligible to draw from his/her sick bank up to the number of days accumulated.

4.30 Any absence of less than one full day will be recorded to the nearest quarter day.

4.31 Any absence of one full day will be recorded as a full day absence.

4.32 Deductions from an employee's sick bank will be adjusted to the nearest half day.

4.40 School Crossing Guards at "full" points and Spare School Crossing Guards are entitled to take up to four (4) school crossing periods off for MEDICAL appointments without loss of pay, in each calender year.

4.41 School Crossing Guards at "short" points are entitled to take up to two (2) school crossing periods off for MEDICAL appointments without loss of pay, in each calender year.

4.50 Policies and Procedures relating to attendance and claiming of disability benefits as approved by City Council and amended from time to time shall be applicable to all School Crossing Guards. The documentation is included in the Employee Handbook dated April 1992.

5.0 SICK LEAVE GRATUITY

5.10 An employee who ceases employment as a School Crossing Guard or a Spare School Crossing Guard and who was employed:

i) for not less than seven (7) years and not more than twelve (12) years is entitled to a gratuity equal to one half the number of unused days of sick leave standing to his/her credit at his/her appropriate Daily Rate of pay for the year in which employment ceases, provided that in no case shall the amount of the gratuity be more than an amount equal to his/her salary or other remuneration for the immediately preceding sixty-five (65) days excluding the months of July and August;

ii) for not less than twelve (12) years is entitled to a gratuity equal to one half the number of unused days of sick leave standing to his/her credit at his/her appropriate Daily Rate of pay for the year in which employment ceases, provided that in no case shall the amount of gratuity be more than an amount equal to his/her salary or other remuneration for the immediately preceding one hundred and thirty (130) days excluding the months of July and August.

5.20 An employee whose working day was changed between a "full" point and a "short" point shall have his/her sick leave gratuity calculated partially at the "full" point rate and partially at the "short" point rate, based on the proportion of years the employee was employed at each rate.

5.30 When an employee ceases to be employed as a School Crossing Guard or as a Spare School Crossing Guard but continues to be employed by the Employer in an uninterrupted fashion,

i) the number of unused days of sick leave standing to his/her credit earned under this Terms of Employment is not transferable;

ii) the employee may apply for sick leave gratuity under this Terms of Employment.

5.40 In the event that an employee dies while in the employ of the Employer, his/her estate is entitled to receive payment of the gratuity in accordance with the provisions of the current Terms of Employment.

6.0 LEAVE OF ABSENCE

6.10 All School Crossing Guards and Spare School Crossing Guards requesting a leave of absence must comply with the City of Hamilton Policies and Procedures respecting unpaid leaves of absence. Approval of all leaves of absence will be at the discretion of the Employer and will be based on the operational needs of the Employer.

6.20 Employees shall be allowed up to three (3) consecutive calendar days leave of absence without loss of pay in the event of death in the immediate family. Members of the immediate family shall be defined as; a spouse, common-law-spouse, child, parent, foster or adopted parent, grandparent, grandchild, brother or sister, parent-in-law, son-in-law, daughter-in-law, brother-in-law or sister-in-law. Such leave to be taken at the time of that bereavement or at the time the employee receives notification of that bereavement. Proof of bereavement may be required by the Commissioner of Human Resources.

6.30 An employee who is required to serve as a juror, or as a witness in any court, shall be paid his/her regular rate of pay for his/her normally scheduled working hours of any day or part of a day that he/she is absent because of such service. Jury duty pay and witness fees less reasonable expenses incurred by the employee as a result of serving as a juror or as a witness, shall be paid to the Treasurer of the Employer on receipt thereof by such employee.

An employee may elect to use a leave of absence without pay, in order to attend to jury or court duty. In such cases, the employee will retain all fees paid to him/her by the court.

7.0 CLOTHING

7.10 Uniforms shall be provided by the Employer; except that all guards shall provide their own footwear acceptable to the Employer.

7.20 The issued uniform shall be worn as prescribed by the Employer.

7.30 The uniform remains the property of the Employer and must be returned upon termination or when requested. Failure by the employee to return the uniform upon termination will result in the Employer deducting the value of the uniform from his/her termination pay.

8.0 CLEANING, FOOTWEAR, TRAINING AND TRAVEL ALLOWANCES

8.10 All School Crossing Guards and Spare School Crossing Guards shall receive $5.00 per full month worked Cleaning Allowance, up to a maximum of $50.00 per school year; except that $2.50 shall be deducted from said amount for each month which the employee works less than half of the scheduled working days.

8.20 All School Crossing Guards and Spare School Crossing Guards shall receive $5.00 per full month worked Footwear Allowance, up to a maximum of $50.00 per year; except that $2.50 shall be deducted from said amount for each month which the employee works less than half of the scheduled working days.

8.30 All Spare School Crossing Guards shall receive $38.00 per week; ($7.60 per day) Travel Allowance; except that $7.60 shall be deducted from said amount for every full day or $2.50 per crossing period, on which he/she is not available for work.

8.40 Any School Crossing Guard who works temporarily at a location other than his/her regularly scheduled location, as requested by his/her Supervisor, shall receive $2.50 per school crossing period Travel Allowance if he/she is required to use his/her own vehicle.

8.50 Any School Crossing Guard who travels an abnormal distance to his/her point (as determined by the Employer), shall receive $5.00 per day worked, Travel Allowance for a "short" point or $7.60 per day worked, Travel Allowance for a long point if he/she is required to use their own vehicle.

8.60 Any School Crossing Guard who, at the request of his/her Supervisor trains another employee, shall receive an additional $1.25 per crossing period for those crossing periods spent training.

8.70 Travel Allowance as appropriate shall be paid each pay period.

8.80 Travel Allowance shall not be paid to any Guard working during the SUMMER CROSSING PROGRAM.

9.0 MEDICAL TESTING

9.10 The Employer reserves the right to require the employee to undergo medical testing to ascertain only the employee's ability to discharge his/her duties. The testing shall not be conducted in a discriminatory manner.

9.20 Medical testing when required by the Employer is mandatory and shall be conducted at a place chosen by the Employer and at the Employer's expense.

9.30 Failure to submit to medical testing will result in a suspension without pay and/or dismissal.

9.40 The Employer, upon receipt of notification that the employee is "medically unfit" to discharge his/her duties, will have the right to suspend the employee without pay until such time as the employee is declared to be medically fit to return to duty as determined by the agencies conducting the medical testing on behalf of the employee and upon approval of the Employer.

10.0 REPORTING RESPONSIBILITY

10.10 All School Crossing Guards and Spare School Crossing Guards report directly to the:

School Crossing Supervisors
Community Traffic Services Section
Public Works & Traffic Department
City of Hamilton

Telephone Number 546-2200

11.0 PROGRAM CHANGES

11.10 School crossing locations and working hours are established by resolutions of the Municipal Councils of Hamilton, Dundas, Ancaster and Flamborough and in accordance with the Policies and Procedures of the Corporation of the City of Hamilton Public Works & Traffic Department. Therefore, the Employer reserves the right to reduce or increase a point between "full" and "short" hours at any location with a minimum of two (2) weeks written notice to affected employees and to eliminate or add school crossing locations.

12.0 POLICIES AND PROCEDURES

12.10 All School Crossing Guards and Spare School Crossing Guards must comply with the City of Hamilton Public Works & Traffic Department policies and procedures respecting "School Crossing Guard Operational Matters" and "Health and Safety Matters". Failure to comply with said policies and procedures will result in disciplinary action up to and including termination.

13.0 SUMMER CROSSING PROGRAM

13.10 A School Crossing Guard or Spare School Crossing Guard working during the "SUMMER CROSSING PROGRAM" shall be paid at the rates described in Section 1.12.

13.20 An employee working during the "SUMMER CROSSING PROGRAM" shall not earn sick leave credits nor be able to use sick leave credits during his/her employment as a "SUMMER CROSSING GUARD".

13.30 Sections 4.40, 4.41, 8.10, 8.20, 8.30, 8.40, and 8.50 of this Terms of Employment are not applicable to "SUMMER CROSSING GUARDS".

14.0 DEFINITIONS

14.10 The following words are defined as used in this Terms of Employment:

School Crossing Guard - an employee hired by the Employer to fulfil the mandate of the job description of the position of School Crossing Guard. School Crossing Guards are assigned to a specific point or school crossing location.

Spare School Crossing Guard - an employee hired by the Employer to fulfil the mandate of the job description of the position of Spare School Crossing Guard. Spare School Crossing Guards are not assigned to a specific point or school crossing location on a permanent basis but must be available on all school days to "fill in" at various points or school crossing locations when required.

Employee- any individual hired as a School Crossing Guard or Spare School Crossing Guard by the Employer.

Employer - The Corporation of the City of Hamilton.

A "full" point is a location where a guard is assigned to work during the morning entry, lunch dismissal, lunch entry and evening dismissal school crossing periods.

A "short" point is a location where a guard is assigned to work during the morning entry and evening dismissal school crossing periods only.

SUMMER CROSSING PROGRAM - The use of School Crossing Guards to cross children during the non-school months of July and August.

SUMMER CROSSING GUARD - A School Crossing Guard or Spare School Crossing Guard who has volunteered and has been accepted by the Employer to work during the SUMMER CROSSING PROGRAM.

YEAR - Unless otherwise noted shall mean calendar year (Jan to Dec inclusive).

15.0 CHANGES TO THESE TERMS OF EMPLOYMENT

15.10 This document is subject to change by the Employer without notice.

Z(B)XIII(3)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 18
File No. TEC-251-96 / Author: W. Young

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Canadian Corps of Commissionaires Annual Billing Rates for 1997

RECOMMENDATION:

That a purchase order be issued to Canadian Corps of Commissionaires (Hamilton) for parking enforcement services for 1997, in accordance with the conditions of the attached Vendor's quote as follows:

POSITION	BILLING RATE PER HOUR
Sergeant	$12.13
Commissionaire	$11.20

for D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds will be provided in the 1997 Traffic Division operating budget estimates to cover the cost of acquiring these services. The above rates represent a 2.0 % increase over 1996 rates, and include the hourly wage plus 23.25 % administrative costs.

BACKGROUND:

Since 1974, the Canadian Corps of Commissionaires (Hamilton) has provided the City of Hamilton with parking control enforcement services, and the services provided have been very satisfactory.

The requested billing rates represent a 2.0 % increase over the 1995 and 1996 rates and include the Corps of Commissionaires administrative costs.

There has been no increase to the billing rate since 1995, an increase of 2% to the hourly rate for 1997, with no change in the administrative rate. This increase represents an increase of $ .21 per hour for the Sergeant and $ .22 per hour for a Commissionaire.

WY/kg
Attach.

c.c. Purchasing Department

F/O F. C. PASSMORE, CD
Chairman
LT.COL. G. T. FRID, CD
1st Vice Chairman
BRIG.GEN. L. SALMON, CD
2nd Vice-Chairman

GOVERNOR GENERAL OF CANADA
Patron-in-Chief
MAJ. J.A. EVANOFF
Commandant

CANADIAN CORPS OF COMMISSIONAIRES

(HAMILTON)

THE CORPORATION OF THE CITY OF HAMILTON
1 January 1997 - 31 December 1997

LETTER OF AGREEMENT

The Hamilton Corps agrees to provide you with Commissionaire Services shown on correspondence dated 15 October 1996.

The Corps accepts the normal responsibilities of an employer and all other administrative details in connection with an employee including:

1. Employer's portion of Unemployment Insurance Premiums.
2. Employer's portion of Canada Pension Premiums.
3. Employer's Health Tax.
4. Workers' Compensation Board Assessments.
5. Vacation Pay in accordance with the terms of the Employment Standards Act of Ontario.
6. $3,000,000.00 Public Liability Insurance, protecting the Client.
7. $2,000,000.00 Non-Owned Automobile Liability Insurance, protecting the Client.
8. Bonding each Commissionaire for $50,000.00.
9. Replacement in the event of absence due to illness, holidays, etc., subject to sufficient notice given to Corps Headquarters.

Commissionaires are Corps employees, and while they are assigned for duty with your organization, they will remain subject to Corps rules for dress and discipline. Periodic visits will be made by an Inspector. However, your representative is requested to advise the Area Supervisor immediately if there are any difficulties.

While Commissionaires are Corps employees, you are bound to observe the same precautions for their safety and comfort on duty as you would for your own employees.

A minimum of 60 days notice in writing will be given if this Agreement is to be terminated at any time by either party. This will permit the Corps of Commissionaires the time required to conform with the Labour Standards Act where Termination becomes an issue.

Invoices will be submitted bi-weekly.

.....	.....
Signature	J.A. Evanoff, Commandant
.....	Canadian Corps of Commissionaires (Hamilton Division)
Organization	
.....	..... 15 October 1996 .....
Date	Date

the Commissionaires

609 IMPERIAL BUILDING, 25 HUGHSON STREET SOUTH, HAMILTON, ONTARIO L8N 2A5 Tel.: 522-7584 Fax: 522-8011

Appendix "A" to Letter
Dated 15 October 1996

THE CORPORATION OF THE CITY OF HAMILTON
1 January 1997 - 31 December 1997

The requested increase if approved would be effective 1 January 1997 and would amend the Billing Rate as shown:

	Regular Rate	Overtime Rate	Statutory Holiday Worked	Statutory Holiday Not Worked
Sergeant	$9.84	$14.76	$24.60	$9.84
Admin Fee 23.25%	2.29	3.43	5.72	2.29
Billing Rate	12.13	18.19	30.32	12.13
Corporal	9.44	14.16	23.60	9.44
Admin Fee 23.25%	2.19	3.29	5.49	2.19
Billing Rate	11.63	17.45	29.09	11.63
Commissionaire	9.09	13.64	22.73	9.09
Admin Fee 23.25%	2.11	3.17	5.28	2.11
Billing Rate	11.20	16.81	28.01	11.20

F/O F. C. PASSMORE, CD
Chairman
LT.COL. G. T. FRID, CD
1st Vice Chairman
BRIG.GEN. L. SALMON, CD
2nd Vice-Chairman

GOVERNOR GENERAL OF CANADA
Patron-in-Chief
MAJ. J.A. EVANOFF
Commandant

CANADIAN CORPS OF COMMISSIONAIRES

(HAMILTON)

October 15, 1996

The Corporation of The City of Hamilton
City Hall
71 Main Street West
Hamilton, Ontario
L8N 3T4

Attention: Mr. T. Bradley
Director of Purchases

Dear Mr. Bradley;

Our agreement to provide Commissionaires to perform By-Law Enforcement duties with The City of Hamilton expires on 31 December 1996 and we would appreciate the opportunity of continuing this service.

Because there was no increase of any kind in 1996 we are requesting an increase of 2% to the hourly rate paid to the Commissionaires and we are endeavouring to hold the line on our Administrative Fee currently at 23.25%.

In the event that during this continuance of the agreement, Corps costs increase as a result of actions taken by the Federal Government or Provincial Legislature, the Corps (a non-profit organization) might be forced to request a substantiated adjustment to the Administrative Fee. No action would be taken without the prior approval of your office.

I have attached as Appendix "A" a "Letter of Agreement" which outlines the Corps of Commissionaires' responsibilities as an Employer and new Billing Rates which would be effective 1 January 1997 on approval. Please note the change to 60 days notice to comply with the Labour Standards Act.

It is requested that you sign and return one copy of our "Letter of Agreement" for our files.

Thank you for the opportunity of providing this service, which we trust is being carried out to your satisfaction.

Yours truly,

J.A. Evanoff
Commandant

the Commissionaires

609 IMPERIAL BUILDING, 25 HUGHSON STREET SOUTH, HAMILTON, ONTARIO L8N 2A5 Tel.: 522-7584 Fax: 522-8011

F/O F. C. PASSMORE, CD
Chairman
LT.COL. G. T. FRID, CD
1st Vice Chairman
BRIG.GEN. L. SALMON, CD
2nd Vice-Chairman

GOVERNOR GENERAL OF CANADA
Patron-in-Chief
MAJ. J.A. EVANOFF
Commandant

CANADIAN CORPS OF COMMISSIONAIRES

(HAMILTON)

THE CORPORATION OF THE CITY OF HAMILTON
1 January 1997 - 31 December 1997

LETTER OF AGREEMENT

The Hamilton Corps agrees to provide you with Commissionaire Services shown on correspondence dated 15 October 1996.

The Corps accepts the normal responsibilities of an employer and all other administrative details in connection with an employee including:

1. Employer's portion of Unemployment Insurance Premiums.
2. Employer's portion of Canada Pension Premiums.
3. Employer's Health Tax.
4. Workers' Compensation Board Assessments.
5. Vacation Pay in accordance with the terms of the Employment Standards Act of Ontario.
6. $3,000,000.00 Public Liability Insurance, protecting the Client.
7. $2,000,000.00 Non-Owned Automobile Liability Insurance, protecting the Client.
8. Bonding each Commissionaire for $50,000.00.
9. Replacement in the event of absence due to illness, holidays, etc., subject to sufficient notice given to Corps Headquarters.

Commissionaires are Corps employees, and while they are assigned for duty with your organization, they will remain subject to Corps rules for dress and discipline. Periodic visits will be made by an Inspector. However, your representative is requested to advise the Area Supervisor immediately if there are any difficulties.

While Commissionaires are Corps employees, you are bound to observe the same precautions for their safety and comfort on duty as you would for your own employees.

A minimum of 60 days notice in writing will be given if this Agreement is to be terminated at any time by either party. This will permit the Corps of Commissionaires the time required to conform with the Labour Standards Act where Termination becomes an issue.

Invoices will be submitted bi-weekly.

.....	.....
Signature	J.A. Evanoff, Commandant
.....	Canadian Corps of Commissionaires (Hamilton Division)
Organization	
.....	..... 15 OCTOBER 1996 .....
Date	Date

the Commissionaires

609 IMPERIAL BUILDING, 25 HUGHSON STREET SOUTH, HAMILTON, ONTARIO L8N 2A5 Tel.: 522-7584 Fax: 522-8011

2(B)(iv)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 21
T103-51 J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Encroachment Agreements (R-96-62)

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council, provided:

a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement.

c) That the first year fees and subsequent annual fees outlined in Schedule "A" be set for the encroachments.

E. M. Gill, P. Eng.
Senior Director
Roads Division

for D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

Cont'd...

Encroachment Agreements

Cont'd...

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

SK:

cc: A. Ross, City Treasurer

SCHEDULE 'A' Council Date: December 10, 1996

Location	Municipal Address	Owner	Type of Encroachment	First Year/Annual Fee	File Number
Vineland Avenue	36 Fairholt Street	Philip and Ann Byrne	Portion of Chimney measuring 1.295m x 0.061m and eaves measuring 0.183m x 4.267m	$138/$20	T103 50 1226
East Avenue	317 Cannon Street E.	Ali Shaikh	Portion of Fire Escape measuring 0.60m x 0.792m Steps measuring 0.30m x 0.91m Portion of a landing measuring 4.57m x 0.387m Steps measuring 0.487m x 0.792m	$138/20	T103 50 1257
Cumberland Avenue	206 Cumberland Avenue	Donna Petruzzi	Steps measuring 1.219m x 0.165m	$138/20	T103 50 1243

2(8)(iv)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 26
S726-213, M.P. Sabelli, C.E.T.

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Commissioner of Public Works and Traffic
Public Works and Traffic Department

SUBJECT: 1996 Servicing Expenditures Related to Subdivisions
(R-96-59)

RECOMMENDATION:

a) That the submitted schedule of works be adopted for inclusion in the Modified Subdivision Agreement with the Owner, for the estimated cost of services in:

City of Hamilton Land Severance Application No. B-96:7

City's Share - $ 35,933.89 Owner's Share - $ 55,948.71

b) That the Mayor and City Clerk be authorized and directed to execute the proposed Modified Subdivision Agreement between the City and the Owner of the lands under City of Hamilton Land Severance Application No. B-96:7, as well as any other related documents for this development subject to the approval of the City Solicitor.

c) That approval of the above clauses be subject to the condition that no work be commenced until the necessary deeds have been endorsed.

d) That in the event the owner wishes to proceed prior to the Final Plan and Modified Subdivision Agreement being registered, the Owner should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing.

Cont'd...

Cont'd...

e) That the City's share of servicing for Land Severance Application No. B-96:7 at an estimated cost of $ 35,933.89, be financed from the Account Centre No. 00107 - Reserve for Services Through Unsubdivided Lands.

L.H. Layland for
D. Lobo

D. Lobo
Commissioner of Public Works and Traffic

J.D. Thoms
Commissioner
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The one (1) single family lot being created under this severance application is adjacent to City owned lands, therefore the City's share is based on 50% of the total servicing costs. The City's share for this development is $ 35,933.89. In accordance with current City cost sharing policies, the City's share is composed of the following costs, $ 11,540.13 for road works and the remaining $ 24,393.76 is for storm and sanitary sewers and watermains adjacent to the City lands. A portion of these costs, $ 17,966.95 may be recovered should the lands to the north develop in the future. The remaining portion, $ 17,966.95 is non-recoverable since the lands to the south are fully developed.

The net amount to be financed from all 1996 projects related to subdivision expenditures, including this recommendation is $ 372,695.96. The 1996 Capital Budget includes a provision of $ 1,000,000.00 for the City's share of subdivision expenditures in 1996.

Cont'd...

Cont'd...

BACKGROUND:

The developer of the subject lands has made application to the City of Hamilton Committee of Adjustment for land severance. The Committee of Adjustment granted the severance application subject to certain conditions. One of the conditions of approval, was that the Owner, Starward Homes Limited, enter into a Modified Subdivision Agreement with the City of Hamilton.

One (1) single family lot will be created by the subject application. These lands are located at the northern limit of Annabelle Street , west of West Fifth Street in the Gourley Planning Neighbourhood and are also adjacent to City owned lands (future Gourley Avenue).

All costs have been calculated in accordance with current City cost sharing policies and it has been determined that there will be a City share of $ 35,933.89, as outlined in the Financial Section of this report.

MPS

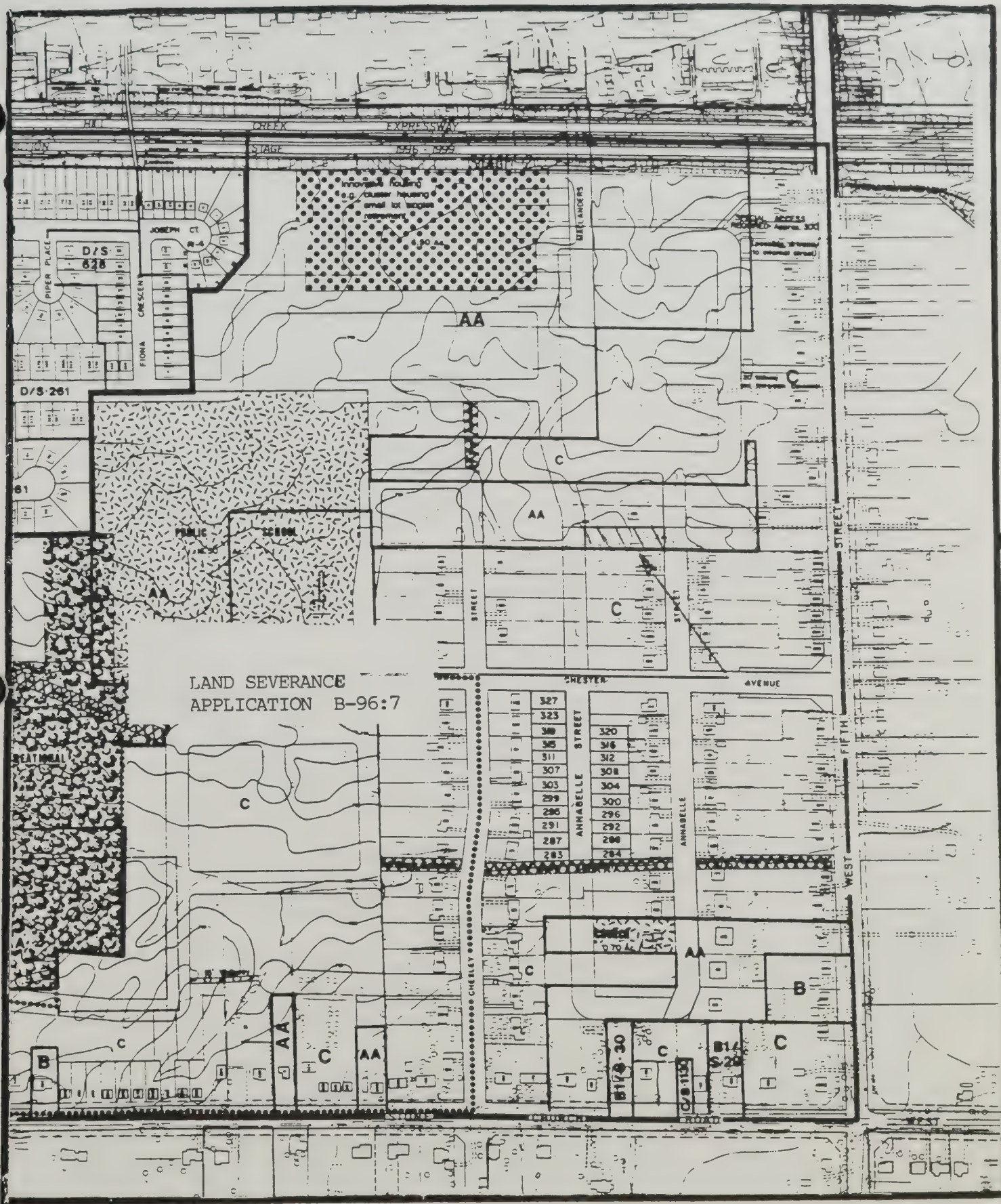
cc: Finance and Administration Committee
Att: Alderman B. Charters, Chairman
Att: Susan K. Reeder, Secretary

cc: City Treasury Department
A.C. Ross, Treasurer
Att: N. Adhya, Manager of Budgets

cc: Regional Environment Department
Att: J. Thoms

1996 SUBDIVISION EXPENDITURE SUMMARY

Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES: RECOVERABLE COSTS	CITY'S SHARE OF EXPENDITURES: NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
LAND SEVERANCE APPLICATION NO. B-96:7 STARWARD HOMES LTD. A.J. CLARKE & ASSOCIATES LTD. S726-213, M.P. SABELLI, C.E.T.	1 LOT NORTH LIMIT ANNABELLE ST., HAMILTON	SEPT. 25, 1996	Catch Basins & Connections	$483.23	$483.23	$966.45	$966.45	$1,932.90
			Curbs & Sidewalks	$955.08	$955.08	$1,910.16	$2,251.26	$4,161.42
			Finished Roads	$2,933.46	$2,933.46	$5,866.92	$5,866.92	$11,733.84
			Sewers & Watermains	$12,196.88	$12,196.88	$24,393.76	$43,842.00	$68,235.76
			Seeding/Sodding	$0.00	$0.00	$0.00	$225.48	$225.48
			Street Lighting	$375.00	$375.00	$750.00	$750.00	$1,500.00
			Dead End Barricades	$1,023.30	$1,023.30	$2,046.60	$2,046.60	$4,093.20
TOTALS:				$17,966.95	$17,966.95	$35,933.89	$55,948.71	$91,882.60



KEY PLAN

NTS

APPROVED PLAN

2(B)(iv)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 19
S719-74, M.P. Sabelli, C.E.T.

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Commissioner of Public Works and Traffic
Public Works and Traffic Department

SUBJECT: Closure of a Portion of the Jeremy Street Road Allowance
(R-96-60)

RECOMMENDATION:

a) That the Commissioner of Transportation be directed to prepare a By-Law to stop up, close and retain:

i) The most westerly 0.30 metres of Jeremy Street, from the northerly limit of Lot 4, Registered Plan 1053, southerly to a distance of approximately 16.29 metres, and

ii) The most easterly 0.30 metres of Jeremy Street, from the most northerly limit of Lot 5, Registered Plan 1053, southerly to a distance of approximately 16.29 metres.

b) That the Commissioner of Transportation be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closings described in a)i) and a)ii) above, pursuant to Section 44 of the Regional Municipality Act R.S.O. 1990.

Cont'd...

Cont'd...

c) That the Commissioner of Transportation be authorized and directed to prepare and register a reference plan under the Registry Act, for the purpose of closing the road described in a)i) and a)ii) above.

d) That the City Clerk be directed to publish a notice of City Council's intention to pass the By-Law, pursuant to Section 301 of the Municipal Act, R.S.O. 1990.

Cynthia England for
D. Lobo
D. Lobo
Commissioner of Public Works and Traffic

J.D. Thoms
Commissioner
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The total estimated costs to be recovered by the City through the closure of a portion of the Jeremy Street road allowance, adjacent to Lots 4 and 5, Registered Plan 1053 is $ 45, 917.27.

Cont'd...

Cont'd...

BACKGROUND:

On May 30, 1995, City Council in adopting Item 6 of the 14th Report of the Planning and Development Committee approved the proposed draft plan of subdivision for "San Lorenzo Heights".

In order to provide access from Chipman Avenue to "San Lorenzo Heights", the Owner, 603976 Ontario Limited (Terra Homes) was required to construct a finished roadway, including sidewalks and curbs on Jeremy Street (an existing public highway, outside the limits of the Final Plan of Subdivision with no physical roadway). This portion of Jeremy Street extends along the flankage of Lots 4 and 5, Registered Plan 1053 for a distance of approximately 47.0 metres. Due to the depth of these two (2) lots, there exists in the future, the potential for both properties to each create a new lot fronting on Jeremy Street by land severance.

Since Jeremy Street was dedicated by plan of subdivision as a public highway, the construction of these services would normally be done under the provisions of the Local Improvement Act. The Owner, 603976 Ontario Limited (Terra Homes) attempted to have the two (2) abutting owners (Lots 4 and 5, Registered Plan 1053) petition for these works under Section 11 of the Local Improvement Act but was unsuccessful, as the two (2) owners refused to sign. As the local was turned down, staff recommended that the City treat this situation as a "Stub Street" and have the City pay the cost of the road upfront and recover the outstanding costs in the future.

At this time staff are recommending that the City close a section of Jeremy Street, adjacent to the developable portion of the two (2) existing lots for the purpose of recovering outstanding costs in the future. For the information of the Committee, the portion of Jeremy Street adjacent to the southerly half of the existing lots will remain open so that the land owners can maintain access to both Jeremy Street and Chipman Avenue as these are corner lots.

Cont'd...

Cont'd...

The subject lots are located north of Chipman Avenue on the east and west side of Jeremy Street in the Jerome Planning Neighbourhood.

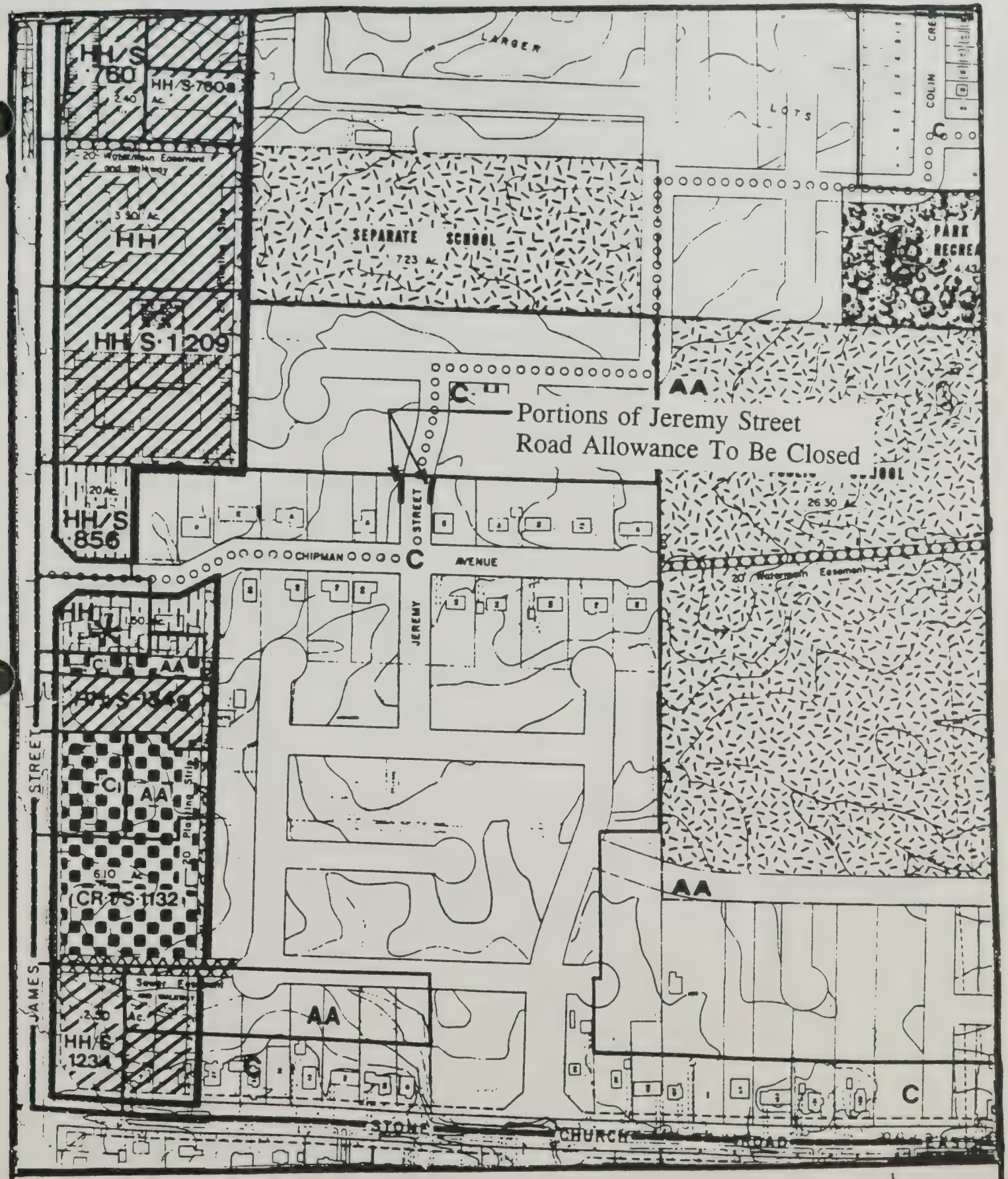
MPS

cc: Finance and Administration Committee
Att: Alderman B. Charters, Chairman
Att: Susan K. Reeder, Secretary

cc: City Treasury Department
A.C. Ross, Treasurer
Att: N. Adhya, Manager of Budgets

cc: Regional Environment Department
Att: J. Thoms

cc: Regional Roads Department
Att: K. Lau
Att: G. Aston



JEROME

KEY PLAN

NTS

APPROVED PLAN

26(b)(iv)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 21
S609-01 G. McGuire

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: **To incorporate certain City land into various streets** (R-96-61)

RECOMMENDATION:

a) That the following City land be incorporated into a certain street:

Blossom Lane	Parts 1&2	62R-13868
Sedona Court	Part 2	62R-13871
Queensdale Ave. E.	Part 2	62R-13352
Bordeaux Court	Parts 3&5	62R-13772

b) That the By-Law to carry out the incorporation of the said land into the foregoing street be enacted by Council.

c) That the Commissioner of Transportation be authorized and directed to register the By-Law.

E. M. Gill, P. Eng.
Senior Director
Roads Division

for D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd .....

Cont'd .....

BACKGROUND:

To complete the final street width or to provide access to newly registered subdivision developments, it is necessary to incorporate City land into the road allowance as indicated below.

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Blossom Lane	Parts 1&2 on 62R-13868	N/A	To develop street to its full width	S609-01
Sedona Court	Part 2 on 62R-13871	N/A	To extend street to Upper Wellington	S609-01
Queensdale Avenue East	Part 2 on 62R-13352	N/A	To create a daylighting triangle	S609-01
Bordeaux Court	Parts 3 & 5 on 62R-13772	N/A	To develop street to its full width	S609-01

GM:ljm
Attach.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 96-

TO INCORPORATE CITY LAND DESIGNATED AS PART 1 & 2 ON PLAN 62R-13868 INTO BLOSSOM LANE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Blossom Lane within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Blossom Lane.

   Part of Lot 5, Registered Plan 943, designated as Parts 1 & 2 on Plan 62R-13868.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1996

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 96-

TO INCORPORATE CITY LAND
DESIGNATED AS PART 2 ON PLAN 62R-13871
INTO SEDONA COURT

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Sedona Court within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Sedona Court.

   Part of Lot 7, Concession 1 in the geographic Township of Glanford, designated as Part 2 on Plan 62R-13871.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1996

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 96-

TO INCORPORATE CITY LAND
DESIGNATED AS PART 2 ON PLAN 62R-13352
INTO QUEENSDALE AVENUE EAST

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Queensdale Avenue East within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Queensdale Avenue East.

   Part of Park Lot 22, Registered Plan 296, designated as Part 2 on Plan 62R-13352.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1996

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 96-

TO INCORPORATE CITY LAND DESIGNATED AS PARTS 3 & 5 ON PLAN 62R-13772 INTO BORDEAUX COURT

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Bordeaux Court within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Bordeaux Court.

   Part of Block 16 on Plan 62M-664 and Part of Lot 11, Concesion 8 in the geograpic Township of Barton, designated as Parts 5 & 3 on Plan 62R-13772 respectively.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1996

City Clerk

Mayor

2(B)(V)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 15

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Keep Hamilton Clean Committee - Appointment of New Members

RECOMMENDATION:

That the following citizens be appointed to the Keep Hamilton Clean Committee for a term to expire 1999 December 31:

Raffaella Brugnano
Lori Nethercut
Michael Murkovich
Kathy Vucic

L. Lutt-England for D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The staffing level to support this Committee is provided through two (2) volunteer members of the Public Works staff complement with no staff time costs attributable to this Committee.

BACKGROUND:

On 1995 April 3, the Transport and Environment Committee approved that the responsibilities for the Keep Hamilton Clean Committee be transferred to the Transport and Environment Committee from the Finance and Administration Committee.

The Committee shall be comprised of twelve citizen members appointed by the Transport and Environment Committee following the standard City Sub-Committee process. Orientation Sessions were held on 1996 September 30 and October 2 to recruit applicants to fill the existing five vacancies on the Committee (four for a term to expire 1999 December 31 and one for a term to expire 1998 December 31 as a result of a resignation).

Following the Orientation Sessions, two incumbents and two citizens put their names forward for consideration. As approved by the Finance and Administration Committee on 1995 June 6, the interviewing of applicants to the Keep Hamilton Clean Committee was to be conducted by the Public Works Department, to follow the same procedures used for members of the Beautification Committee, as both groups provide resource to the Public Works staff. Mr. Ron Volterman, Chairman of the Keep Hamilton Clean Committee, as well as Public Works staff, interviewed all applicants and recommend the above-noted applicants for membership on the Committee. The Keep Hamilton Clean Committee has been appraised of and endorses this recommendation.

A subsequent report to the Transport and Environment Committee will be forthcoming to deal with the outstanding two-year term that remains vacant.

DL/dh

cc Charlene Touzel, City Clerk's Department

2(B)(v)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 25

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Provision of Concrete Cutting Saw Services**

RECOMMENDATION:

That the estimated expenditure level for the provision of concrete cutting saw/operator services by Bigelow Brothers Construction, being the lowest of four tenders received, be increased from $57,000 to $100,000 per year.

C. Scott-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Concrete cutting is a service used on virtually all Public Works construction and reconstruction projects. Public Works has revamped its major work programs in recent years to include a much greater proportion of construction and reconstruction work.

The previously approved, estimated, expenditure level of $57,000 is not sufficient to serve the increased level of construction and road cuts undertaken this year.

The expenditure for concrete sawing is funded from various approved City and Region allocations with current and capital budgets.

BACKGROUND:

Bigelow Brothers Construction submitted the lowest of four tenders received for concrete cutting saw and operator (see attached Appendix A). The tender is valid for the balance of 1996 and 1997.

Concrete cutting is required on construction and reconstruction projects and utility road cuts. The use of Bigelow Brothers Construction for concrete sawings was previously approved up to $57,000. This upset limit was underestimated and a revised ceiling of $100,000 per year is required to satisfy the needs of an expanding reconstruction program undertaken by Public Works.

CFE/rb
attachment

APPENDIX A

Ref: C14-38-94

Closed: Tuesday, December [illegible] 1994

THE CORPORATION OF THE CITY OF HAMILTON

FORM OF TENDER

CONCRETE CUTTING AND ASPHALT PLANING
FOR THE DEPARTMENT OF PUBLIC WORKS
AT VARIOUS LOCATIONS DURING 1995-1996-1997

	Cardi Construction Limited			Bigelow Brothers Construction Limited			The Graff Company Limited			Hard Rock Paving Limited			Standard Paving		
Pricing	1995	1996	1997	1995	1996	1997	1995	1996	1997	1995	1996	1997	1995	1996	1997
Concrete saw and operator -- Price/hour	80.00	84.00	88.00	75.00	77.00	79.00	89.50	94.50	99.50	UTB	UTB	UTB	90.00	95.00	100.00
Travel	N/C	N/C	N/C	NIL	NIL	NIL	N/A	N/A	N/A	UTB	UTB	UTB	0	0	0
G.S.T. Extra															
Asphalt Planer and operator -- Price/hour	NO BID	NO BID	NO BID	UTB	UTB	UTB	NO BID	NO BID	NO BID	180.00	190.00	200.00	250.00	275.00	302.00
Travel	UTB	UTB	UTB	UTB	UTB	UTB	NO BID	NO BID	NO BID	50.00	52.50	55.00	0	0	0
G.S.T. Extra															

**Please refer to bids for furthers specifications and additional notes.

2(B)(v)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 6

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Closure of Public Works and Traffic Department Capital Projects**

RECOMMENDATION:

That the City Treasurer be directed to close the following Capital Project accounts with any excess funding to be transferred to its original source of financing:

Capital Centre Number	Project Description	Authorized Gross Cost	Expended/ Committed To Date	Balance Available	Source of Financing
609341013	Renovate Ferguson Yard Staff Facilities Building	107,000.00	103,924.40	3,075.60	Reserve for Capital Projects
609551018	Refuse Packer 25 cu.yd. capacity	397,681.50	386,104.89	11,576.61	Capital Levy/Reserve for Capital Projects
649041012	Renovations Ventilation	169,000.00	168,875.05	124.95	Reserve for Capital Projects
759549021	Traffic Signal Modernization and Installation-1995	70,000.00	52,300.84	17,699.16	Capital Levy/ Reserve for Development Charges/ MTO
TOTAL		**743,681.50**	**711,205.18**	**32,476.32**	

Dlobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

The work related to all of the above-noted projects has been completed and, therefore, the affected accounts can be closed.

RPM/rb

c.c. A. C. Ross, City Treasurer
Attn: N. R. Adhya
c.c. R. Holland, Traffic
c.c. D. Heintz, Streets

2(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 12

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: P. Noé Johnson
City Solicitor

SUBJECT: By-law to Regulate Usage of Hedges, Shrubs and Plant Material on Road Allowances

RECOMMENDATION:

That the appropriate By-law to amend the Streets By-law No. 9329, as consolidated by By-law No. 86-77, concerning the planting of trees and shrubs, be enacted

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Council, on July 9, 1996, in adopting Section 12 of the 10th Report of the Transport and Environment Committee authorized the City Solicitor to prepare the following amendment to the Streets By-law concerning the planting and trimming of trees and shrubs on a highway.

12. (a) That Streets By-law No. 9329, as consolidated by By-law No. 86-77 be amended by adding the following as Section 5:

(1) hedges, shrubs and other plant material may be permitted on the highway provided that any such hedge, shrub or

other plant material situated within the highway shall not create a visual obstruction to traffic using the highway and shall be maintained at not higher than 76 cm or 30 inches in height, shall not overhang the sidewalk, shoulder or roadway, shall maintain a minimum clearance .6 metres or 2 feet from a fire hydrant and shall not obstruct the view of a fire hydrant from the road; and,

(2) trees within the highway shall be pruned to the trunk for the first 2.4 metres or 8 feet above the ground; and,

(b) That the policy regarding enforcement of violations of The City of Hamilton's Streets By-law in respect to visibility obstructions, hedges, shrubs, and other plant material, attached hereto as Appendix "B", be adopted; and,

(c) That the Law Department be directed to prepare the necessary amendments to By-law No. 9329, as consolidated by By-law No. 86-77.

The Law Department and the Public Works and Traffic Department have discussed the wording of the July 9, 1996 resolution and have agreed on the changed wording of the attached By-law. The By-law makes slight changes to the language used in the By-law but maintains Council's original intent.

Section 1 of the By-law makes a housekeeping amendment to the definition of the Director of Public Works and the Director of Traffic caused by the joining of the two departments.

Section 2(1) of the By-law maintains the intent of the July 9, 1996 resolution, but has been slightly changed to correspond with the existing By-law Sections.

Section 2(2) has been amended to clarify that a planted tree becomes subject to the maintenance performed by the Public Works Department.

PNJ/LEF:as

c.c. D. Lobo, Commissioner of Public Works and Traffic

Bill No.

The Corporation of the City of Hamilton

BY-LAW NO. 96-

To Amend

By-law No. 86-77

TO REGULATE USAGE OF HEDGES, SHRUBS AND PLANT MATERIAL ON ROAD ALLOWANCES

WHEREAS Subsection 308(3) of the Municipal Act, R.S.O. 1990, c. M.45, as amended, authorizes the council of every municipality to pass by-laws for placing or permitting any person under such conditions as may be agreed upon to place, construct, install, maintain, and use objects in, on, under or over highways under its jurisdiction, to permit any person to make, maintain and use areas under and openings in the highways, for prescribing the terms and conditions upon which the same are to be placed, constructed, installed, maintained or used and for making such annual or other charge for the privilege conferred by the by-law as it considers reasonable;

AND WHEREAS Subsection 314(1) of the Municipal Act, R.S.O. 1990, c. M.45 as amended authorizes the councils of all municipalities to pass by-laws for prohibiting or regulating the obstructing, encumbering, injuring or fouling of highways or bridges;

AND WHEREAS the Council of The Corporation of the City of Hamilton passed By-law No. 9329 on the 9th day of May, 1961, being the Streets By-law, to regulate, among other things, the planting of trees and shrubs along the boulevards and road allowances in the City of Hamilton;

AND WHEREAS By-law No. 86-77 was enacted on the 25th day of February, 1986 to consolidate the Streets By-law No. 9329;

AND WHEREAS By-law No. 88-244 was passed on the 5th day of October, 1988 to amend By-law No. 86-77 on the planting of trees and shrubs on boulevards and the road allowance;

AND WHEREAS By-law No. 88-244 was repealed by By-law No. 92-155;

AND WHEREAS City Council, on July 9, 1996, in adopting Section 12 of the 10th Report of the Transport and Environment Committee authorized this By-law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. (1) Paragraph (d) of Section 1 of By-law No. 86-77 is amended by deleting paragraph (d) and substituting in lieu,

(d) "Director of Public Works" shall mean the "Commissioner of Public Works and Traffic".

(2) Paragraph (e) of Section 1 of By-law No. 86-77 is further amended by deleting paragraph (e) and substituting in lieu,

(e) "Traffic Commissioner" shall mean the "Commissioner of Public Works and Traffic".

2. By-law No. 86-77 is amended by the addition of the following Section:

OWNERS OF LAND MAY PLANT HEDGES AND SHRUBS

5. (1) Hedges, shrubs and other plant material may be permitted on the boulevard of the highway provided that any such hedge, shrub or other plant material situated within the highway

(i) shall not create an obstruction to traffic using the highway;

(ii) shall be maintained by the owner of the land abutting the highway at not higher than 76 cm or 30 inches in height;

(iii) shall not overhang the sidewalk, shoulder or roadway;

(iv) shall maintain a minimum clearance of 0.6 metres or 2 feet from a fire hydrant, and

(v) shall not obstruct the view of a fire hydrant from the road.

(2) Where an owner of land abutting a highway has planted a tree on the boulevard of a highway, the tree shall be pruned to the trunk for the first 2.4 metres or 8 feet by the Department of Public Works and Traffic.

PASSED this day of , 1996.

CITY CLERK MAYOR

(1996) 10 R.T.E.C. 12, July 9

2(D)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 December 2nd

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

TRANSPORTATION AND ENVIRONMENT COMMITTEE

Date	From	Subject	Date Distributed
Sept/Oct '96	Ontario Good Roads Association	Municipal Routes Bulletin	1996 November 8
1996 Nov. 8	Hobbs-Miller-Maat	Henkel Canada Site No. 162 Ward Avenue	1996 November 15
1996 Nov. 6	Town of Ancaster	Regional Municipality of Hamilton-Wentworth - Application for Expansion of Urban Transit Area	1996 November 15
1996 Nov. 18	Axcess Enviro Dialogue Consultants Ltd.	Henkel Environmental Improvement Project at No. 162 Ward Avenue	1996 November 21
1996 Nov. 18	Ministry of Environment and Energy	Henkel Canada, 162 Ward Avenue	1996 November 21
Nov. 22	J. G. Pavelka, C.A.O.	Programming Road and Sidewalk Maintenance	1996 November 26

Kevin C. Christenson, Secretary
1996 December 2nd




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